

CANADA



As I saw it.

By W. REDWOOD,

Member of the Dominion Government Press Party.

ILLUSTRATED BY S. J. LOXTON.

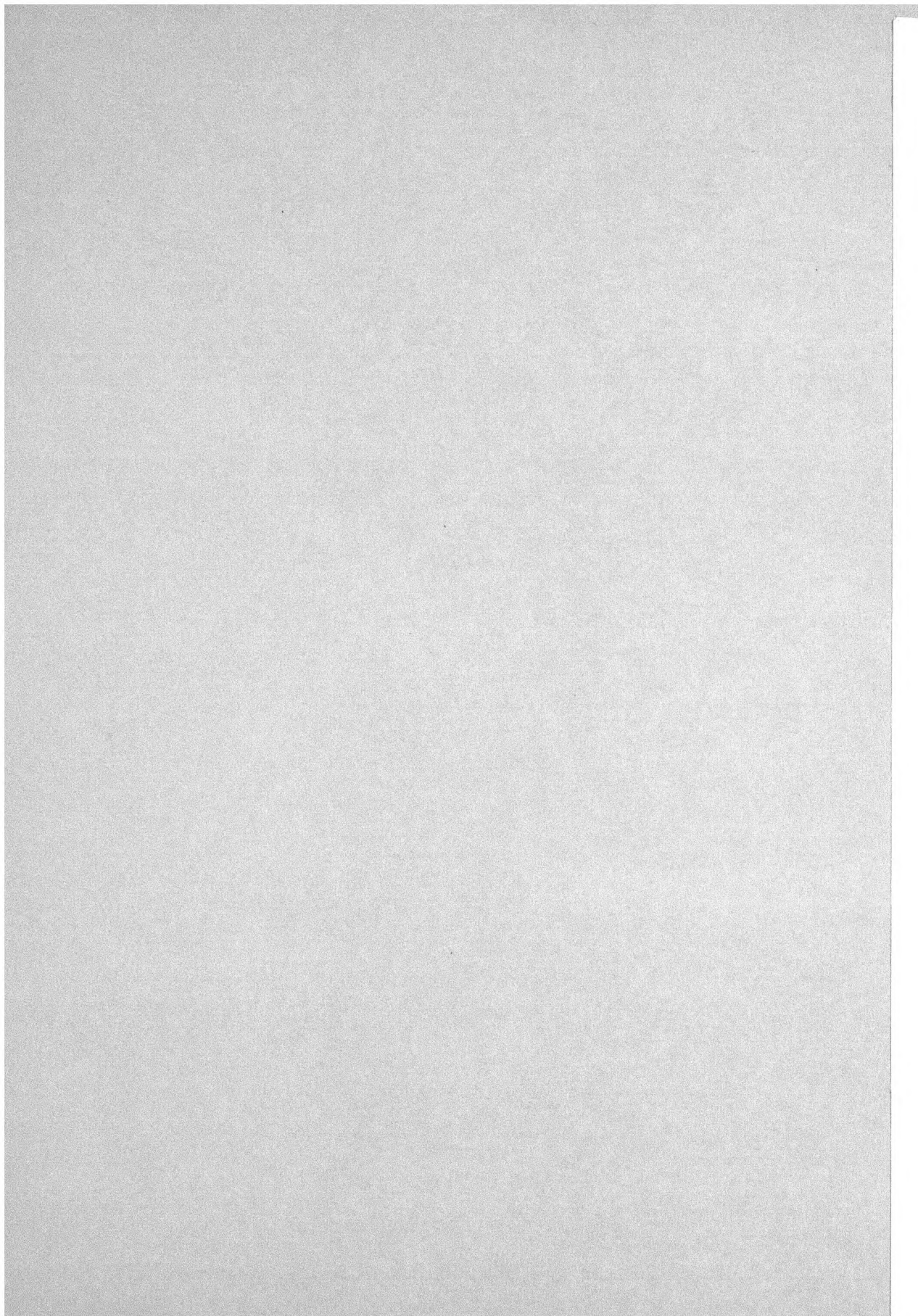
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By W. REDWOOD,

Member of the Dominion Government Press Party.

RE-PRINTED FROM THE "WESTERN DAILY PRESS," BRISTOL.

1907.



NOTE.

The letters and articles printed herewith were not written with a view to publication in book form. They were contributed to the 'Western Daily Press,' and many of them were written during train journeys between the different points embraced within the tour of British journalists who visited Canada in July last, on the invitation of the Canadian Government, to examine as to the prospects and possibilities of the Dominion. The tour, including the ocean voyage, occupied fifty days, and the distance covered was over 15,000 miles, of which about 10,000 miles were accomplished by rail. There were not many opportunities for writing except in the train, and the difficulties of producing "copy" during a railway journey will I hope be taken into account by those who read these contributions, which have been republished at the request of several influential citizens. It was a most interesting tour, and leaves many pleasing and valuable reminiscences.

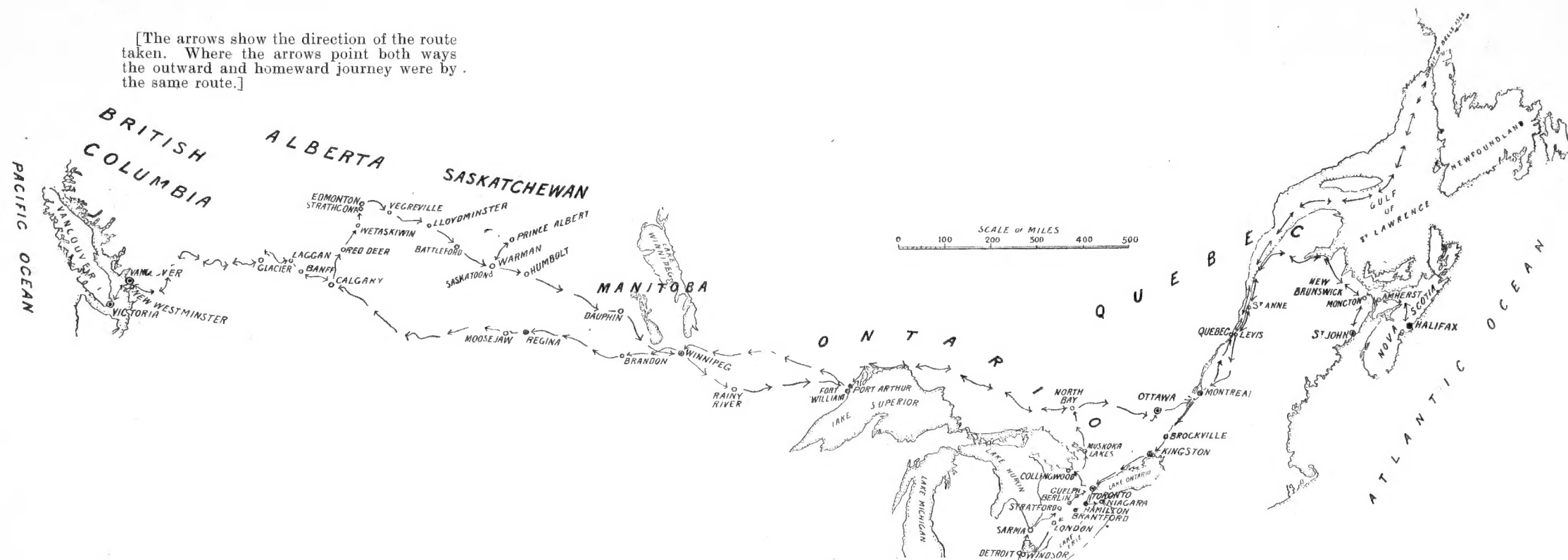
W. REDWOOD.



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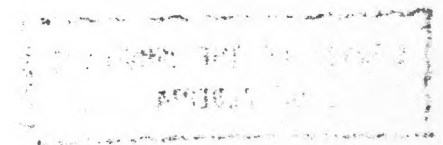
ROUTE MAP.

[The arrows show the direction of the route taken. Where the arrows point both ways the outward and homeward journey were by the same route.]



Disembarking at Quebec, the route observed on the outward journey was to Montreal, Brockville, Kingston, Toronto, Niagara, Hamilton, Brantford, London, and Windsor, and to Detroit; thence via the St. Clare Tunnel to Stratford, Berlin, Guelph, Toronto, Collingwood, Muskoka Lakes, and North Bay. Up to this point the journey was made over the Grand Trunk system. At North Bay the Canadian Pacific system was joined, and the tour proceeded via Port Arthur and Fort William to Winnipeg, Brandon, Moosejaw, Calgary, through the Rockies to Vancouver, calling at Banff, Laggan, and Glacier House. From Vancouver to Victoria and back by steamer, thence to New Westminster, and returning from Vancouver over the same route so far as Calgary;

thence by a C.P.R. branch line to Strathcona and Edmonton, calling at Red Deer and Wetaskiwin. At the latter place the Canadian Northern system was joined, and the route was through Vegreville, Lloyd Minster, Battleford, Saskatoon, Prince Albert, Warman, Humbolt, Dauphin, Winnipeg, Rainy River, to Port Arthur. From Port Arthur by the C.P.R. to Ottawa, and by the Grand Trunk from Ottawa to Montreal. From Montreal a visit was paid to the Maritime Provinces, over the Intercolonial Railway, proceeding via Quebec, Moncton, and Amherst, to Halifax, back to Moncton, then to St. John, N.B., and returning to Quebec to join the steamer.



Canada

As I Saw It.

Its Prospects and Possibilities.

RIMOUSKI, July 25th.

THE future prosperity of Bristol as a port is so closely linked with the development of trade with Canada that it was with no ordinary pleasure that I found myself in a position to accept an invitation from the Canadian Government to become a member of a delegation to visit the Dominion and examine into its prospects and resources. And the interest was enhanced by the fact that quite recently Bristol had received visits from Canada's Premier and the members of the Canadian Royal Commission on the Grain Trade. On these occasions much was said as to the prospects and immense possibilities of Canada, and Bristolians were led to hope that their city might share, to some extent at least, in the increasing exports from the Dominion, a result much to be hoped for in view of the opening of the Royal Edward Dock next year. The desire to be able to form an independent opinion from personal experience of the possibilities of the vast tract of territory comprised in the Dominion of Canada—consisting of 3,729,665 square miles, and forming one-third of the entire British Empire—and the desire also to be able to ascertain, as far as possible, the extent to which Bristol is likely to participate in the remarkable growth of the agricultural industry which is taking place out there, as revealed by the last published official returns, formed a sufficient inducement to undertake a journey of some 12,000 miles across the Atlantic and thence by rail from Montreal to Vancouver and back. Apart from the interest felt in visiting new scenes, there was something in the terms in which the invitation was offered which rendered its acceptance the more pleasurable. It was made clear that the acceptance of the invitation did not constitute any pledge on my part. I was told that the liberty of the subject would not be entrenched upon in the slightest degree, that I should be allowed to see every-

thing and hear everything and draw my own conclusions uninfluenced and unbiassed. I had heard of the great confidence which Canadians have in the future of their country, and another example of it was forthcoming in the concluding sentence of the letter—"Such confidence have we in the claims and prospects of Canada that we gladly and willingly leave in your hands to record faithfully your own observations." Ten journalists selected from different parts of Great Britain were included in the invitation, viz., Mr B. McConkey, of the 'Belfast Telegraph'; Mr David Cromb, of the 'Dundee Advertiser'; Mr Attenborough, of the 'Manchester Guardian'; Mr Rowley Ellston, of the 'East Anglian Daily Times'; Mr J. T. Dunsford, of the 'Somerset County Gazette' and 'Bridgewater Mercury'; Mr A. H. Powell, of the 'Evening Despatch,' Birmingham; Mr C. W. Starmer, of the 'Darlington Echo'; Mr J. Cooke, of the 'Sheffield Independent'; Mr Longstaff, of the 'Newcastle Daily Chronicle'; and the writer, as representing the 'Western Daily Press, of Bristol. It was arranged that we should sail from Liverpool for Montreal by the Allan Line steamer Virginian, on July 19th, and in accordance with the suggestion of Mr Bruce Walker, Assistant Superintendent of Emigration in London, through whom the invitation had come, and who has served a long apprenticeship in the science the art of peopling the West, we met on Friday afternoon at the Canadian Government Office, in Liverpool, in order that we might be introduced to each other before boarding the vessel. In this matter Mr Allen, from the London office, and Mr Jury, the Government officer at Liverpool, acted as hosts, and the members of the party had also to acknowledge the courtesy and attention of Mr D. R. Kean, representing the Allan Line Steamship Company, through whose instrumentality many privileges were secured during the journey.

CANADA AS I SAW IT.

THE R.M.S. VIRGINIAN.

We found the *Virginian* moored alongside the Princes Landing Stage. She is commanded by Captain Vipond, and is one of two turbine steamers built to the order of the Allan Steamship Company two years ago. They are not of such large dimensions as some of the Atlantic greyhounds, but their tonnage is about 12,000 tons. The length of the *Virginian* is 540 feet, her breadth 60 feet, her depth 40 feet 6 inches, and these dimensions approach the maximum size of a vessel for navigating the St. Lawrence river. She is built to the highest class of the British Corporation Registry of Shipping, and her hull has been specially strengthened above the requirements of the Corporation in order to make her doubly secure against the heavy weather of the North Atlantic. The first-class accommodation amidships is of the most complete and approved order. Perfectly heated and ventilated State rooms, and suites of rooms, a spacious and well-fitted dining saloon, a luxuriously furnished music room, a library, and comfortable smoking room are some of the equipments. The second-class quarters are extremely comfortable, and the third-class passengers have been catered for, both as to accommodation and rations, with a liberality marking a great improvement as compared with years gone by. The *Virginian* has accommodation for 250 first-class, about 400 second-class, and nearly a thousand third-class passengers, and on this particular journey the population consisted of 1,639 souls, made up as follows:—Saloon, 137; second-class, 384; third-class or steerage, 816; crew, 302. Of the latter, no fewer than 172 are employed in the victualling department. Throughout the voyage the comfort of the passengers was well looked after by the officers of the ship, and the catering gave general satisfaction. We had a very pleasant trip across the Atlantic, land was sighted on the other side at about 5.30 on Wednesday morning, and at about six o'clock the *Virginian* entered the Straits of Belle Isle, between the coasts of Labrador and Newfoundland, and about 900 miles from Montreal. At this stage one was reminded of a voyage made under very different conditions, in 1497, when John Cabot sailed from Bristol in the ship *Matthew* on his momentous journey which resulted in the discovery of Newfoundland—a discovery which, as Sir Robert Bond stated on the occasion of his recent visit to Bristol, gave to England possessions in North America, whence had spread, north, south, east, and west, that vast Dominion which extended from sea to sea, from the Atlantic to the Pacific, and from the Pacific Ocean to the Caribbean Sea.

And the thought occasioned a feeling of pride in being associated with the good old city of Bristol.

SOME INTERVIEWS.

Among the passengers on the *Virginian* was Archdeacon Timms, of Calgary, and understanding that Calgary was to be included in our itinerary, we sought an interview. The Archdeacon is a native of Oxford, but went out to North-West Canada in 1885, before Calgary existed as a town, and when the population of the district was small and extremely scattered. He relates that his first residence was a tent. During the last few years emigration has been steadily flowing in that direction, and Calgary, for example, has doubled itself within four years. It is the centre of the Northern ranching districts of Southern Alberta, and supplies many of the smaller mining towns in the west. American emigration has been considerable, and with the extension of railways the whole face of the country has been changed within a few years. Towns are springing up about every ten miles, and the country is being worked for 30 or 40 miles on either side of the railway track. Wheat growing is being carried out successfully, and the Americans are putting a good deal of land under beet, with the object of starting sugar refineries. The present wheat harvest is likely to be much better than that of last year, and it will extend over a much greater acreage, but only about one-tenth of the arable land of North-West Canada is at present under cultivation, so that, as Archdeacon Timms pointed out, there are vast possibilities out there so far as agriculture is concerned. Referring to the labour question, he stated that Calgary and the district are developing so rapidly that members of the artisan class can get all the labour they want. Good carpenters may earn 1s 5d per hour, and obtain board and lodgings for five dollars a week; while bricklayers and stone masons can earn five dollars per day. The Archdeacon was questioned about complaints made of some who have gone out to Calgary of being thrown out of employment in the winter. He stated that a railway company advertised for 20,000 men for the purpose of constructing a railway. The work could not be prosecuted during the winter, probably for three months, but while they were employed the men could earn probably two dollars a day, and live for four dollars per week, but the difficulty came in because in so many cases no provision was made for the out-of-work period. In the course of further conversation it was ascertained that the Archdeacon's work has been chiefly

CANADA AS I SAW IT.

among the Indians, and it was satisfactory to be told that they are becoming rapidly civilised, taking to ranching and farming, and doing remarkably well. The older ones stick to the wigwam and the blanket, but among the younger generation civilisation is making very rapid strides. Archdeacon Timms added that not only is there a good demand in Western Canada for good labourers and artisans, but that domestic servants are also in request. There is no poor-rate, and there are no workhouses, and it may be as well to state that loafers do not get by any means lenient treatment. The Canadian Government are fostering education in every district, and there are signs of progress in every direction. Questioned as to the climate, the Archdeacon stated that February is the worst month of the year, and that the temperature sometimes falls to 30 below zero, but there are not the cold, piercing winds that one sometimes experiences in winter in the old country, and the spring frosts are gradually disappearing in proportion as the area of cultivation increases. There were many other points brought out in the course of the interview. Attention is at present very much directed to the Western Provinces as the granary of the British Empire. The completion of the Canadian Pacific Railroad has played an important part in the development of the important district. But of this more anon. Another passenger, Mr David Steel, who left the old country twenty-seven years ago, and has been settled near Carberry for 25 years, spoke very highly as to the prospects of the district, to which he was returning after a brief holiday in Great Britain. Another passenger, who spoke with the authority of long experience, had much to say in praise of the Canadian Pacific Railway Company for the part it has taken in the opening up and development of Western Canada; and his statement confirmed what I had heard from many sources before leaving Bristol.

TORONTO, July 29.

Before leaving the Virginian there were further opportunities for conversations with Canadian settlers. It was gratifying to hear the terms of affection in which, as a rule, Canadians spoke of the Old Country. Exceptions there are to every rule, and there were times when the references to England were not couched in such loyal terms as could have been desired. These, however, were few and far between. The Canadians must be admired for one thing. They have an unshaken confidence in the future of their country. They believe with Sir Wilfrid Laurier that as the greatest thing of the last century was the development of the United States, the greatest political feature of the

present century is to be the development of Canada. And the opinion is no doubt generally held that Canada's opportunity to-day is as bright as was that of the United States a century ago. It is important that this fact should be realised by the British manufacturer, and realised, too, with the least possible delay. If only the British manufacturers will show a more ready disposition to produce what the Canadians require to enable them to develop the resources of their country, it is not too much to expect that supplies which are now obtained from the States and other countries may be drawn to some extent at least from the Motherland. That is a truth that needs to be brought home more forcibly to Britishers, because it is no uncommon thing to hear it stated that there has not been the same eagerness to comply with Canada's requirements in England as has been shown by foreign competitors, and that the trade of the Old Country has suffered in consequence.

Successive Governments of Canada have been very much alive to the importance of developing the resources of the Dominion and improving the conditions of the people; thus we learn that commerce has been assisted by the construction of a great canal system to improve the natural waterways—a subject which has of late been receiving much attention at home—railroads have been built and extended, and steamship lines assisted, the postal system has been extended throughout the settled portions of the land, schools have been established and are maintained in all the provinces for the free instruction of all children, the wilderness has been explored, surveyed, and opened up for settlement, instruction has been afforded to farmers, dairymen, fruit growers, and stock raisers in the most approved and up-to-date methods of their respective businesses, thoroughbred cattle, sheep, swine, and horses have been imported for the purpose of improving the Canadian breed, the wants of foreign markets had been studied, Canadian producers of butter, cheese, bacon, poultry, and fruit have been induced to provide what the foreign consumer wants, and, moreover, the Government has undertaken to advertise the excellence of Canadian wares in the trans-Atlantic markets. In some respects the progressive policy pursued in Canada affords an object-lesson to the home Government, though of late years the British Legislature has, it must be admitted, given increased attention to some of the subjects enumerated, and notably in connection with agriculture, which is Canada's great industry. The Canadian Government not only provides education for the farmers in the best methods, but gives

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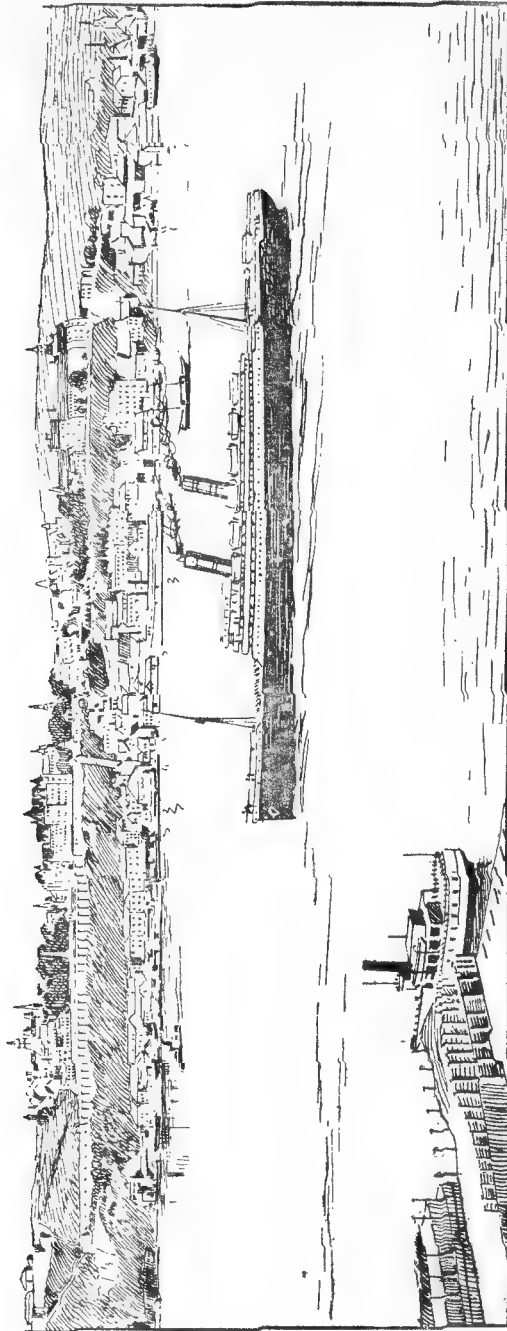
attention to securing ample railway and steamship facilities for the transportation of the products of the farm to the markets of the world.

HISTORIC QUEBEC.

It had been arranged that our party should proceed on the Virginian to Montreal, but a change in the programme was effected, and we disembarked at Quebec, where we were met by Mr W. J. White, the Inspector of the United States Immigration Agencies, and Canadian Government Press Agent, who was to act as our host and guide. There are historic as well as commercial reasons which make a visit to Quebec interesting. The city has been aptly described as a bit of mediæval Europe in American setting—a transplanted city, a French town of olden times set down in American surroundings, in which the chief characteristics of mediæval Europe and modern America are deftly and delightfully interwoven, and around which are clustered a host of legendary memories. The highest point is occupied by the famed citadel, and close at hand are the Plains of Abraham, where the French made their last fight for dominion in the Western world, and where Wolfe and Montcalm heroically fell. It was from Quebec that at one time the whole country from the great lakes to the Gulf of Mexico, was governed. But instead of being a military stronghold, Quebec is now a bustling commercial centre, with about 70,000 inhabitants, and also possessing strong claims as a resort for pleasure seekers and those in search of health. It possesses some charming surroundings, and the landscape is dotted with many picturesque villages, where the curious primitive customs of the early French settlers still prevail. Our headquarters were at the Chateau Frontinac, the palatial hotel built by the Canadian Pacific Railway Company, on the terrace overlooking the river and harbour. This is called Dufferin Terrace, and is, perhaps, one of the best promenades in the world. We happened to arrive in Quebec on St. Anne's day, and joined with many others in a pilgrimage to the miracle-working shrine of St. Anne de Beaupre, about twenty miles distant. It is computed that there are 100,000 pilgrims annually, but the festival day is, of course, the chief event of the year, and the sight was a memorable one. On the way to St. Anne the famous Montmorency Falls are passed. The river makes a plunge over the precipice and drops 274 feet, or 150 feet more than Niagara. In the evening we were entertained at dinner at the Chateau Frontinac, and several local journalists joined the party.

CANADA AND IMMIGRATION.

There was an advantage too in landing at Quebec, because it enabled us to observe the manner in which emigrants are dealt with on that side after disembarkation. It may be as well to mention here that the movement into Canada during the present year from all parts has been greatly in excess of that in 1906. In 1897 the number of immigrants was 20,016, in 1906 it was 215,957, and it is computed that for the current year the number will be 300,000. During the 10 years ended with 1906 the total arrivals were 881,475, and of these 333,868 were British; 282,776 from the United States, and 264,79 from Europe and other countries. Quebec is an important centre so far as arrivals from the United Kingdom are concerned, and upwards of 70,000 cases were dealt with at this port last year. The method of dealing with immigrants shows a marked improvement upon the condition of things which prevailed 10 or 15 years ago. Adjoining the docks there is a spacious building devoted to the uses of the Government Immigration Department, and to this the emigrants are conducted on leaving the ship. There are comfortable rooms in which they can obtain meals before proceeding to their destinations, and there are provision stores where, at moderate charges, they can obtain supplies for the journey to the interior. Here also they undergo a civil investigation as well as the medical examination. The object of the former is to obtain information as to the financial position of the arrivals, their destination, and so forth, and in this connection it is important to state that there are about 200 agents scattered over different parts of the country, so that the emigrants need not be in want of counsel and advice after leaving the port of arrival. The medical examination is an important feature, and it is desirable that the regulations made in regard thereto should be widely known, as it may save trouble hereafter. The regulations provide that no person shall be permitted to land in Canada who is feeble-minded, an idiot, or an epileptic, or who is insane, or has had an attack of insanity within five years; nor shall any immigrant be so landed who is deaf and dumb, or dumb, or blind and infirm, unless he belongs to a family accompanying him, or already in Canada, who will give assurance of permanent support. No person is to be permitted to land who is suffering from a loathsome disease, or with a disease which is contagious or infectious, and which may become dangerous to the public health, or widely disseminated; and the regulations also provide against the introduction of destitute paupers and professional beggars, who are likely to become public charges. It is stipulated that any person



VIEW OF QUEBEC, FROM LEVIS.

CANADA AS I SAW IT.

landed in Canada who, within two years, has become a charge upon the public funds, or any charitable institution, may be deported and returned to the place whence he sailed for Canada. All railway or transportation companies or other persons bringing immigrants into Canada are under an obligation to deport any immigrant prohibited by the Act. The operation of this rule has made the shipping companies very particular in their examinations, with the result that of late years the number of cases of deportation has been on the decrease, and there has been a corresponding improvement in the class of immigrant. The most common cases of infectious disease are favus and trichina. In connection with the medical examination a detention hospital is provided, and if the doctor is of opinion that a person ought not to proceed, he may order him to be detained in the emigration hospital for treatment for the particular disease from which he is suffering. If the patient recovers he is allowed to depart for the interior, and, failing that, deportation is directed. A temporary hospital has hitherto done duty at Quebec, but the Government are providing a permanent building on a fine site, at a cost of about £16,000. We had an opportunity of inspecting the building, which is being erected on the most improved principles as to sanitation and ventilation, and will be a great help to the medical officers in the treatment of cases of disease. So far, therefore, the arrangements for dealing with immigrants at Quebec seemed to be of a highly satisfactory nature.

At noon on Saturday, after a morning of sight-seeing, we left Quebec for Montreal by the Great Trunk Railway. We were joined by Mr H. R. Charlton, advertising agent of the Grand Trunk Company, and formerly a journalist, who shared with Mr White the duties of host. The stay at Montreal was limited to one night. We visited the Dominion Park, where there is a colossal entertainment on somewhat the same lines as the Earl's Court exhibitions. Soon after our arrival one of the bands, on the completion of its programme, played the National Anthem, and for the moment it seemed difficult to realise that we were 3,000 miles from England.

HAMILTON, July 30th.

There has not been much spare time for writing since we left the city of Quebec. Our kind hosts, the representatives of the Canadian Government and of the Grand Trunk Railway, have fixed up a programme which includes a maximum of sight-seeing, and opportunities for putting a few notes together are limited to the early hours of the morning or short periods snatched during a

train journey. We apparently have "three weeks' hard" before us, but every effort is made to render our journeys interesting and pleasant, and at the same time to afford the utmost facility for judging of the resources of the country. So far our impressions have been favourable in the extreme. We have been more than struck by the grandeur of some of the Canadian scenery, while nothing could exceed the cordiality of the reception which has been extended to us.

A GREAT DAIRYING DISTRICT

We broke our journey from Montreal to Toronto by calling at Brockville, which has a world-wide fame as a cheese manufacturing district, and some of whose produce finds its way into the Bristol market. On arrival a civic reception awaited us. The Mayor was absent, but his deputy (Mr C. S. Cossett) was present to represent him, and among others who took part in the reception were Mr D. Derbyshire, M.P., of the Dominion Parliament, Ald. A. H. Swarts, Ald. A. M. Patterson, and Mr W. Shearer, Secretary and Treasurer of the Brockville Board of Trade. Brockville, which is a town of about 10,000 to 12,000 inhabitants, is delightfully situated on the north bank of the St. Lawrence, and evidences of a progressive policy are to be found everywhere—in the public buildings, well-kept streets, and tastefully laid out grounds. It is the chief banking centre for the Eastern section of the Province of Ontario. It is chiefly noted for its dairy industry, but a large business is also done in carriages and hardware. The factory system of making cheese was established in 1864, and the marvellous growth of this industry is the best test of the value of the products. When it is mentioned that three million dollars are paid out annually as the value of the cheese dealt with in the district of which Brockville is the centre, it will be seen how important a part Brockville plays in the general cheese production of the country. The formation of a Dairymen's Association for the Eastern Province of Ontario was followed by the inauguration of systematic instruction in dairying, and the Federal Government has aided the industry by the operation of cool curing rooms for illustrating purposes, the careful inspection of cheese, with other products, when loaded upon steamships, and the promotion of adequate cold storage facilities. There are at present about 125 factories operating in the district. They have been prosperous themselves, and have carried prosperity to other branches of agriculture. There is an air of eminent respectability about Brockville, and its chief inhabitants tendered to the journalists a most cordial welcome. Mr Derbyshire, M.P., mentioned

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that the town is chiefly occupied by English, Scotch, and Irish people, that there are no poor people, but that all are enabled to make a good livelihood either out of the agricultural industry or by building carriages and agricultural implements, which are sent to all parts of the British Empire. Major Cossett, acting Mayor, joined in the welcome, and Mr Barclay McConkey returned thanks on behalf of himself and his visiting colleagues.

Another civic reception awaited the journalists at Kingston, the Limestone City as it is called, and the oldest city in the Dominion with the exception of Quebec. The Mayor is Mr John McDonald Mowat, nephew of Sir Oliver Mowat, formerly Premier of Ontario, and supporting him were Ald. W. G. Craig, Ald. R. F. Elliott, Ald. Gibbons, Ald. T. J. Rigney, Mr E. J. P. Pense, M.P., proprietor of the 'Kingston Whig' and Mr Black, proprietor of the 'Kingston News.' Like Brockville, the situation at Kingston is charming. It lies at a point where the St. Lawrence River joins Lake Ontario. The population is about 30,000. Large locomotive works give employment to about a thousand hands, and cotton mills and cheese factories are included among the industries. But Kingston justly prides itself more upon its educational facilities than in having an industrial centre. It possesses a fine University, in which about 1,000 students are being educated in all the faculties except the law. At one time the Parliament of Ontario met at Kingston, but the seat of Government was later removed to Toronto, and the Parliament House is now used for hospital purposes. Other public buildings include a fine military college, which admits students from all parts. The church buildings are of an imposing character, and one of them is dedicated to the "Good Thief." Ald. Cook (of Sheffield) thanked the Mayor and civic representatives for their kind welcome, and the Mayor, in acknowledging the vote, expressed the hope that the visit of the British journalists would tend to strengthen the ties of kinship between Canada and the Motherland.

TORONTO.

Our headquarters at Toronto were at the King Edward Hotel, a palatial building of new erection. On arrival at the station we were met by a number of local journalists, and were the guests of the Toronto Press Club, who organised a drive round the city and entertained us at luncheon at the King Edward Hotel. Toronto is one of the most thriving and prosperous, as it is one of the most beautiful cities in the Dominion. It has a population of about 280,000, having

practically doubled itself within fifteen years. The incorporation of the town dates from 1834, when the population was about 10,000, in 1884 it had reached 100,000, the last return showed 262,000, and the estimated population is about 280,000. The 'Traders' Bank, a fourteen-storeyed structure, is claimed to be the highest building in the Empire, though, of course, is not so high as some of the sky-scrapers in the United States. What strikes the visitor to Toronto is the admirable manner in which the city has been laid out—with long, broad thoroughfares, handsome public buildings, and tastefully laid out open spaces. Most of the thoroughfares have avenues of fine trees, and the residential suburbs are extremely picturesque. There is a good service of electric cars. As in the case of Bristol, the undertaking is in the hands of a private company, with right of purchase by the Corporation in a given number of years. The company pays a rental calculated at the rate of 800 dollars per annum per single mile of track. It also contributes a percentage of profit, and in this source Toronto has a very nice "nest egg." The contributions to the city's income in 1906 by the street railway company amounted to nearly 430,000 dollars, and for 1907 it is estimated they will amount to 483,000 dollars, or, approximately, £100,000. In the residential thoroughfares few of the houses are fenced, and the well-kept lawns extend to the footpaths. The Corporation have been for some time educating the public into this course, the adoption of which certainly adds to the picturesque appearance of the city, which well merits the appellation of a city of charming homes. The area of the city is 17.17 square miles. It has 33 parks, with an acreage of 1,660 acres. Toronto is the capital city of Ontario, and the business of the province is conducted in Parliament Buildings—a truly magnificent structure. Toronto is favourably situated as a distributing centre, with water communication east and west, and the railways provide exceptional trading facilities. The city undoubtedly owes much of its success to its fine natural harbour, forming on the north shore of Lake Ontario, to use the words of Sir Sanford Fleming, "the most facile outlet for the production of the back country." In 1906 there were brought into the harbour 3,406 vessel cargoes, with a total tonnage of 1,524,827 tons. The City Hall is a fine building, erected at a cost of 2,800,000 dollars, and from the tower rising to a height of 300 feet, a magnificent view of the city can be obtained on a clear day. As an educational centre, Toronto possesses great advantages. It has three large Universities, and the public school

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system is regarded as the most perfect in this part of the world. The death-rate of the city is 15.07 per 1,000. During our itinerary of the city we paid a visit to the Grange, the residence of the veteran Professor Goldwin Smith, who for years has occupied a prominent position in the world of science and literature. He was formerly associated with the University of Oxford, and left the Old Country to take up a professorship at the Toronto University. Though 84 years of age, the Professor is still a vigorous writer, and he chatted pleasantly on current questions with the visiting journalists, who were most gratified at meeting the distinguished littérateur. One of the matters on which he touched was the Japanese question, in connection with which he thought there was reason for concern, but he did not anticipate that the trouble, if trouble it could be called, would extend to India, though it might extend to Australia.

Luncheon at the King Edward Hotel was presided over by Mr Alex. Lewis, vice-chairman of the Toronto Press Club. Addresses of welcome were given by Mr Williston, editor of the 'Toronto News,' who paid a high tribute to the tone and character of the British Press; Mr W. J. Douglas (manager of the Toronto 'Mail' and 'Empire'), Mr Macdonnell (editor of the Toronto 'Globe'), Mr Chisholm (acting Mayor), and Mr Goode (the organiser of the Toronto Fair and Exhibition), and acknowledgments were made on behalf of the visitors by Mr B. McConkey (of the Belfast 'Telegraph') Ald. Cook (of the 'Sheffield Independent'), Mr W. Rowley Elliston ('East Anglia Daily Times'), and Mr W. Redwood (of the 'Western Daily Press,' Bristol).

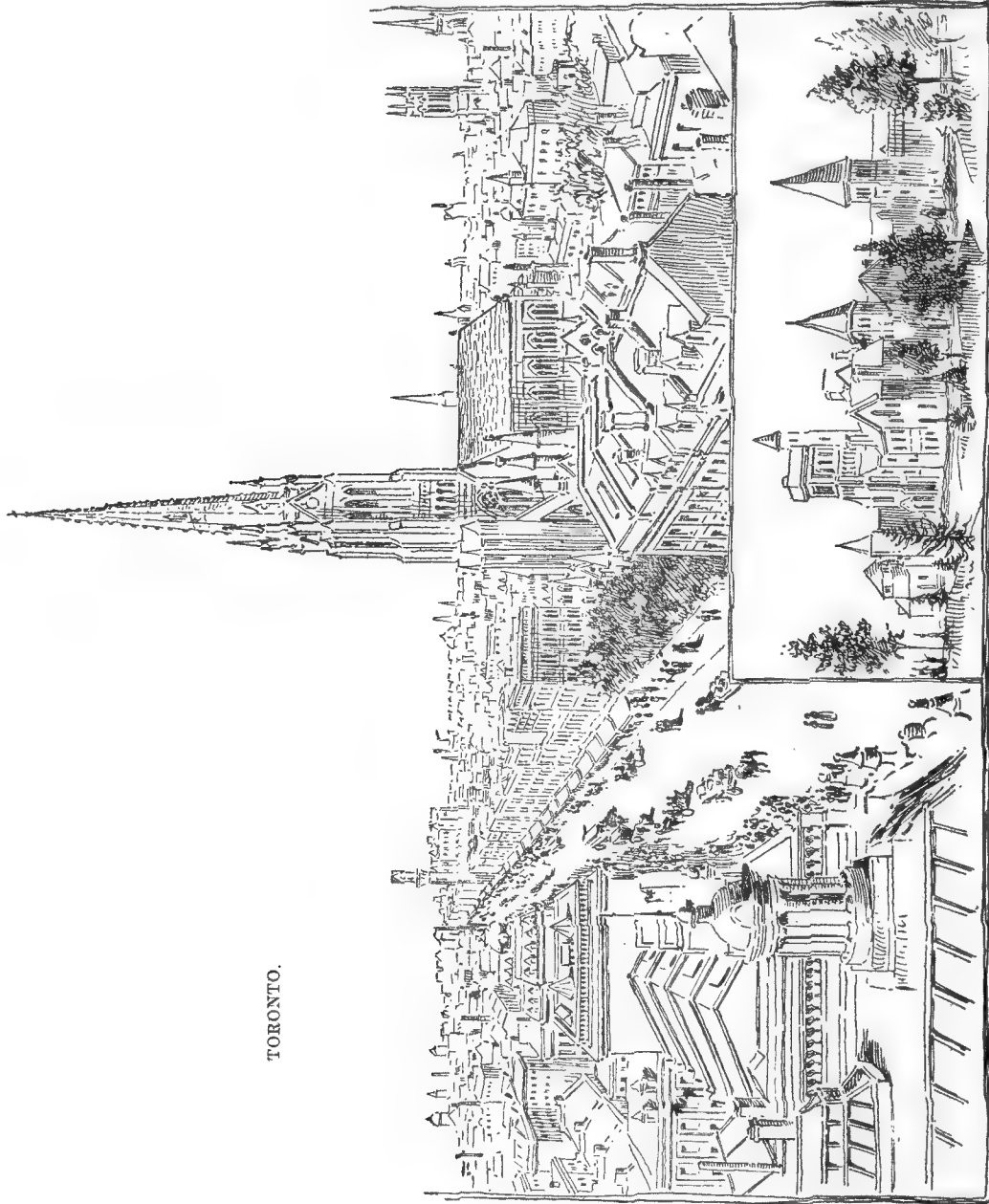
Toronto has its Society of Bristolians, and its institutions include a British Welcome League, the object of which is to accord a welcome to new arrivals from the Old Country, irrespective of politics or religion, to afford temporary accommodation pending their being able to find quarters, and to relieve cases of destitution. The president is Ald. Chamberlain, a native of Glastonbury. Mr C. W. Mogridge, of Taunton, was one of the organisers, and Mrs Robb, a Bedminster lady, is the matron. Since the first of June the Welcome League has handled 6,000 persons, and 80 per cent. of these were accommodated with beds for two nights, and we were informed that positions had been found for every one of the 6,000 persons. Bands of newcomers on their arrival are supplied with free meals, their condition inquired into, and if they have no employment in view the secretary looks up situations for them, and in the meantime they are accommodated with free beds. A large number of children come

within the operations of the League. On one night 340 persons slept in the building, including 116 children under six years of age.

AT NIAGARA FALLS.

The visitors left Toronto in the evening for Niagara Falls, a distance of 80 miles, travelling again by the Grand Trunk Railway. The Grand Trunk Company, it may be added, has laid a double track from Montreal to Chicago, and also to Niagara. We arrived at the Falls Station at about nine o'clock on Monday evening. It was too late to see the Falls that night, but we crossed the bridge to the American side, and the majority of us put foot upon the soil of the United States for the first time, and were relieved of the obligation of paying the usual head-tax.

On Tuesday morning (July 30th) we were early astir, and were taken for a trip on what is known as the new Gorge route—a ride of about twenty miles, on an electric car cross the Niagara at two points, and affording the best views of the Niagara Gorge, the American and Canadian Falls and the Rapids, and said to be the grandest scenic route of the world. I am not going to attempt a description of a scene of grandeur which so many have attempted to depict through successive ages, but to which few have succeeded in doing justice. I had always had a longing to see Niagara Falls, and had been told by many that when I saw them I should be disappointed. I was not disappointed in the least. On the contrary, the famous cataracts, and the roaring and seething waters beyond exceeded my expectations, and inspired wonderment and awe, but I could not help a feeling of intense regret that such magnificent scenery should be marred by the erection of electric power stations and factories and other business premises on the very edge of the Gorge on the American side, and the thought struck me—what would the Bristol Kyrle Society say were such hideous erections suggested on the fringe of the Avon Gorge, say at Observatory Hill? The Niagara waters have been largely drawn upon for the supply of electric energy, and many cities within a distance of a hundred miles are able to obtain the advantage, but it seems nothing short of desecration to bring unsightly buildings into prominence in the midst of what is so beautiful and grand. The belt line of electric cars conveys passengers to Queenstown, past the Whirlpool Rapids, and to the site of the fine monument erected on Queenstown heights in honour of Sir Isaac Brock, who fell in the fight of 1812, and the spot where the General fell is marked by a tablet erected by our King in 1860, when he was visiting the country as Prince of Wales. At this point the Niagara is crossed by the old suspension



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bridge, which formerly spanned the river at the Falls, but was replaced there some years ago by the handsome steel arch bridge erected by the Grand Trunk Railway Company. From this point the return trip commences, and the line runs close to the water's edge nearly all the way, affording closer views of the Great Whirlpool and Whirlpool Rapids. Another point of interest in the route is the scene of the Devil's Hole massacre in 1793—a tragic incident in Niagara frontier history. At the end of our trip we had luncheon at the Clifton Hotel, which was opened in July last, and fulfils every requirement as a modern up-to-date hostelry. It is located on the Canadian side, overlooking Queen Victoria Park, and from its broad piazzas, balconies, and windows an unobstructed view is obtained of the American and Horse Shoe Falls and the Gorge. Mr McConkey thanked the proprietors of the hotel for their kind hospitality, and Mr Thompson, the manager, spoke a few words of acknowledgment.

In the afternoon we left the city of Niagara Falls for Grimsby, and travelled thence by electric car through the heart of a big fruit-growing district to Port Hamilton. Concerning the Niagara fruit district and great manufacturing centre of Hamilton I shall have something to say in my next letter.

MUSKOKA, August 3rd.

During the last few days we have been experiencing receptions and entertainments in such rapid succession that in order to keep pace with our engagements we have had to considerably exceed the eight hours' day. At every city the civic authorities have welcomed us most kindly, and expressed gratification at the action of the Canadian Government in inviting British journalists to visit the Dominion so as to be able to record their impressions as to its prospects and possibilities.

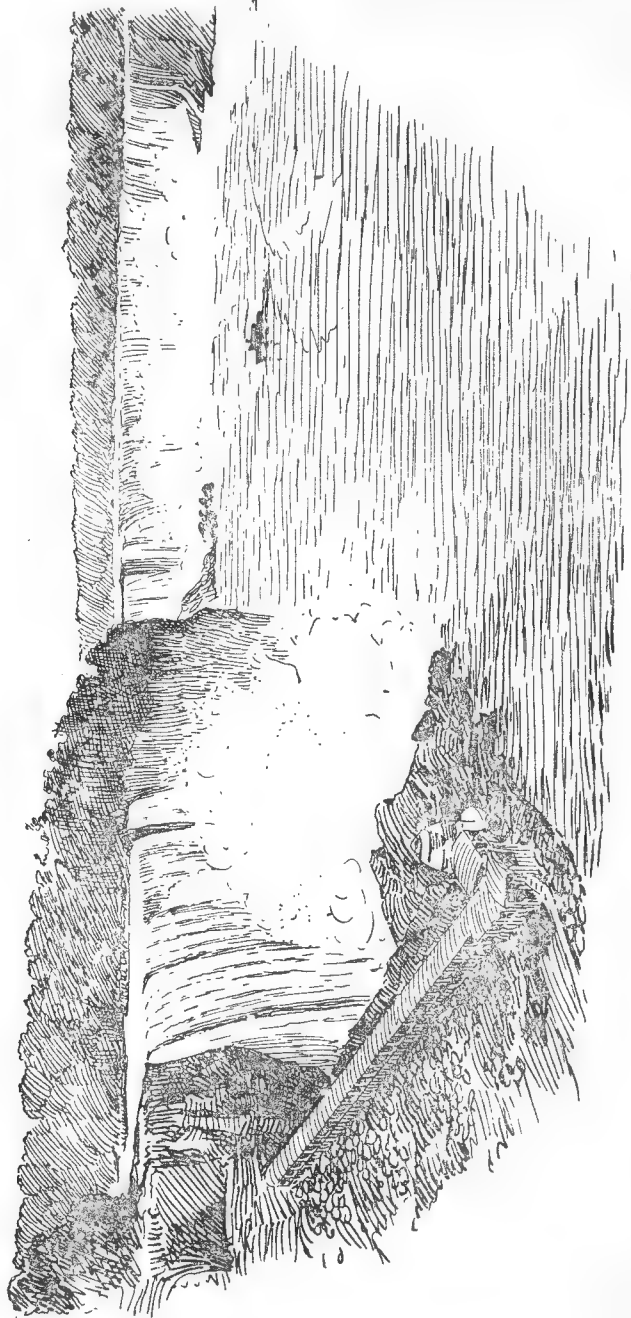
AN IMPORTANT FRUIT-GROWING DISTRICT.

On Tuesday, July 30th, we had the opportunity of visiting the Niagara fruit district, which is one of the most important and successful in the Dominion, and it covers a very large area, extending from Hamilton down to far beyond Queenston, where the Niagara, after forging its way with so much fury through the deep and narrow gorge, flows onward calmly and peacefully towards Lake Ontario. At Grimsby we were met by a party of journalists and others from Hamilton, including Mr J. M. Eastwood and Mr Carriek, of the 'Times,' Mr C. A. Mitchell and Mr R. P. Harris, of the 'Herald,' Mr J. P. Allen, Mr W. J. Southam, and Mr C. Y. Warman, of Toronto, and Mr C. A. Murton,

secretary of the St. George Society at Hamilton. The distance from Grimsby to Hamilton is 20 miles, and all the way an electric tramway runs between fruit farms, the produce of which is sufficient not only to supply great markets in the Dominion, but to allow a considerable margin for exportation to other countries. Generally speaking, the farms are in large holdings, and apart from those who are growing fruit for purely commercial purposes, a considerable number of well-to-do people make a pastime of fruit culture. There has therefore been a brisk demand for land throughout the Niagara district, which is so eminently suited for this particular branch of industry. Labour is fairly plentiful, though of late years considerable numbers have been attracted to the rich harvest fields in the West. What openings there are here are chiefly for persons with a little capital, who will be able to take up plots of land and convert it to fruit growing purposes. The climate is excellent, and grapes, as well as peaches and other fruits, are grown in the open. At the time of our visit the strawberry season was over, but there was a fairly good crop of raspberries, and the prospects of the fruit crop generally were favourable. The district is protected by a fine ridge of hills from the early frosts of spring, but of late years much trouble has been experienced in resisting the attacks of insect pests, and this has made the occupation of the fruit grower more strenuous than usual. The soil varies—on a sandy soil the best peaches are produced, and the clay soil is favourable for pears, but grapes appear to flourish on either. The farmers know how to utilise the land to the full, and the spaces between the fruit trees are generally devoted to the culture of other fruits or vegetables. A good many of the berry pickers employed in the district are Indians. The tramway track referred to is available for goods traffic as well as for passengers, and at different points along the route there are great canning and preserving factories doing a very extensive business, and the facilities for transport are such that fruit can be gathered one day and displayed in the market at Montreal, about 360 miles distant, early the next morning.

A MANUFACTURING CENTRE.

Hamilton is the premier manufacturing city of the Dominion—the Birmingham of Canada. It is situate at the head of Lake Ontario, on the beautiful Burlington Bay, about 40 miles west of Niagara Falls. It is built on a plain, which rises gradually from the shore of the bay—a beautiful land-locked harbour—to the base of the Niagara escarpment, from the summit of which is obtained a view of great panoramic splendour. The



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manufacturing part of the city is well divided from the residential, and with an excellent water supply and a good system of drainage, it is one of the healthiest places in the Dominion, the rate of mortality being 13.82. In 1834 Hamilton had a population of 2,000. It was incorporated as a city in 1846, and to-day it has a population of about 70,000, which bids fair to be doubled in 10 or 15 years. It is noted for the growth of its manufacturing industries. The International Harvester Company's Works gives employment to about 7,000 hands, and the Canadian Westinghouse Company employ about 3,500, and, in addition, there are large clothing factories, steel plant works, cotton works, patent roofing manufactories, and other important industries. Hamilton is therefore a centre where the skilled artisan and men employed in the building trades can command good wages, but there is not much scope for the agricultural labourer, and the secretary of the St. George Society was emphatic in his statement that there was no place in Hamilton for the "scourings" of our large cities who were not able and prepared to work. Hamilton is described as the electrical city of the Dominion, the street and radial railway system being operated, the streets and residences illuminated, and the machinery of manufacturing establishments driven by that power. There are large and up-to-date retail stores having buyers in the European markets of the world. With its large and varied manufactories Hamilton is an ideal city to live in, with its beautiful bay in front and garden country behind, and while streets are devoted to palatial residences and well-kept lawns, neatness and cleanness are characteristics of the districts occupied by its large artisan population. In addition to facilities for water transport, there are 14 lines of steam and electric railways in operation and 22 miles of steel railway track in the city. There are 15 large school buildings, and the annual cost of the city's education department approaches 200,000 dollars. The Ontario Normal College and Collegiate Institution is among the educational establishments of which Hamiltonians feel proud. The Royal Hamilton Yacht Club House is an important factor in the social life of the city, and here the British journalists were entertained to dinner on their arrival on Tuesday evening. Mr Eastwood, who presided, referred with feelings of justifiable pride to the great commercial progress of Hamilton, cordially welcomed the visitors, and wished them a pleasant journey across the Dominion. Several of the visiting journalists acknowledged the welcome, including Mr McConky, Ald. Cooke, Mr Rowly Elliston, Mr J. T. Dunsford, and Mr C. W. Starmer. Mr W. J. White

and Mr H. R. Charlton, who are accompanying the journalists, were thanked for their many kindly actions en route, and Mr S. Y. Warman, who had joined the party at Hamilton, was included in the list of speakers.

A TELEPHONE CITY.

We left Hamilton early on Wednesday morning for Brantford, a city with a population of about 20,000. Mr Bruce Walker, Assistant Superintendent of Emigration, the organiser of the party, has a residence here, and we had the pleasure of his genial company during the journey from Hamilton. Carriages were in waiting at Brantford Station, and a drive of about 14 miles was arranged. The first place visited was the old homestead of Professor Bell, inventor of the telephone, who is at present resident in Washington. We were informed that the first application of the telephone system was at his Brantford residence, in 1876. A memorial to the professor is being organised, and it is proposed to purchase the house and erect a monument in the city at an estimated cost of 60,000 dollars. Another place visited was the old Mohawk Church, to which Queen Anne presented a beautiful communion service, which was on view. Besides being a telephone city, Brantford is the seat of a great agricultural implement making industry, and one firm was said to have received an order for 100,000 ploughs to be delivered next year in North-West Canada—a proof of the great agricultural development going on out West. Brantford appears to be one of the most bustling provinces in Ontario. There is an Indian reserve of about 4,000, and the young Indian lads are being trained to agricultural pursuits and the girls for domestic service. The Indians work their farms and appear to be exhibiting great industry in that direction. A number of them appeared in their "war paint" and executed one of their war dances for the delectation of the party. After the tour of inspection luncheon was provided for about 100 guests, and after complimentary toasts the National Anthem and "Auld Lang Syne" were sung.

LONDON, WINDSOR, AND DETROIT.

At London, a city with a population of 50,000, a civic reception was accorded the visitors, and they were entertained at dinner at the Club, the Mayor (Mr Judd) presiding, supported by Senator Coffey, a member of the Dominion Legislature. There was afterwards a visit to the headquarters of the London Hunt Club. The city possesses several large factories, and is a fair example of a commercial city.

On Thursday a ride of 110 miles on the Grand Trunk Railway took us to Windsor, which is divided from the beautiful American

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city of Detroit by the Detroit River. The Mayor (Mr Wigle), the Hon. R. F. Sutherland, Speaker of the House of Parliament, and other prominent citizens assembled at the station to meet us, and here again the reception was of an enthusiastic character. It was Emancipation Day, and the darkies' festival was celebrated in customary fashion. They came to Windsor in their thousands, and the ladies were gaily dressed, most of them in white dresses, with hats of gorgeous colours. After a visit to Walker's Distillery, there was a boat excursion up the Detroit River, the Mayor of Windsor and other members of the Reception Committee accompanying the visitors. Luncheon was served on board, and in the course of the subsequent proceedings the "Maple Leaf" and "Rule Britannia" were sung. The boat then made for the Detroit Harbour, on reaching which Mr Dunsford, the father of the party of journalists, was carried from the steamer and, amid cheers, dumped on American soil. The Mayor of Detroit (Mr Thompson) and other leading citizens were there with a welcome as cordial as any that had been extended on the Canadian side, and a motor drive around the city was followed by a dinner at the Log Cabin Hotel, at which expressions of goodwill, as between the local and visiting journalists, were exchanged. Detroit is a city of 400,000 inhabitants, and is regarded as one of the finest cities in the States.

To me personally the visit to Detroit was one of special interest, as it enabled me to meet my mother and many members of my family, who are resident in that city, and whom I had not met for years. My colleagues sent a telegram to my mother congratulating her upon a happy reunion, and the kind action on their part was much appreciated.

A CANADIAN STRATFORD-ON-AVON.

We left Detroit on Thursday night, and regained Canadian territory via the St. Clare Tunnel, about two miles in length. At nine o'clock the next morning we struck Stratford, the classic city of Ontario. Like the birth-place of Shakspeare, it is situate on the river Avon, but instead of being in Warwickshire it is in the county of Perth. The earliest settler in the district was said to be a Perth man, and he was soon followed by a settler from Stratford, in Warwickshire. Hence the names of the county and town, and when in due course incorporation took place the wards were named Avon, Falstaff, Hamlet, Romeo, and Shakspeare. It is a pastoral county of considerable beauty and high productiveness. In its early days its prosperity depended upon its agricultural industry, but in time important manufacturing works of various kinds were established. The farming interest

still prospers, and the district is noted for the excellent quality of the cheese and butter which it produces. Its cornfields show excellent crops, and the harvest was well advanced at the time of our visit. The prospects of the root crop are good, but, as a rule, the orchards are very bare. Driving through this fertile and prosperous district, it was difficult to believe the statement that about seventy years ago it was an unbroken wilderness. Mr S. R. Heeson, a member of the Reception Committee, when a young man, felled primeval forest trees on the site of the City Hall. Stratford, which is the geographical centre of the Western Ontario peninsula, was incorporated as a town in 1858, and as a city in 1885. In 1901 its assessment valuation was 4,000,000 dollars, and to-day it is 6,000,000 dollars, and the population is estimated at 14,000. The Grand Trunk Railway Company have large locomotive shops, giving employment to about 1,200 hands, and has booked the city for a new depôt, which will be one of the finest in the country. The Canadian Pacific has deposited plans for a new entrance to the city, which will open up connection north and south. There are numerous factories, the products of which include house and office furniture, tweed cloths, ready-made clothing, knitted goods, steam engines and boilers, flour milling machinery, grain threshing machinery, grain seeders, manure spreaders, fine flour, butter, auto-buses, steel bridges, windmills, &c. The yearly output of the factories is calculated at about 3,500,000 dollars, exclusive of the Grand Trunk Railway locomotive shops. The forward position of the town educationally has been recognised by the Provincial Government by its selection as a site for one of three new normal schools for the province, and the school buildings are in course of erection in Queen's Park. It possesses, too, one of the largest private libraries in Stratford, and the section devoted to Shakspearean literature is unsurpassed for scope and rarity in the Dominion. This is a department under the special care of Mr J. D. Barnett, who was brought into touch with Mr F. B. Girdlestone while the latter was touring the Dominion, and was able to testify to the zeal with which the General Manager of the Bristol Docks advocated the claims of the port for a larger share of the Canadian trade. Stratford is a good agricultural market, and of the total population of 14,000 a very large proportion of the artisan class are the owners of the neat residences in which they reside. Men employed in the furniture trade earn from 6s to 7s, and those in the locomotive works from 8s to 10s per day. The agricultural labourer is generally employed by the year, and obtains about 175 dollars and his board. When engaged specially for the

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harvest season the pay is 6s to 8s per day and board. There is not, however, the same demand for labour that there was a few years ago, owing to the more extensive introduction of labour-saving appliances. After a drive around the city the visitors were entertained at luncheon by Mayor Gordon and the principal residents. The Mayor proposed the health of the British journalists, and brief responses were made, in the course of which the hospitality extended to the visitors was gratefully acknowledged.

A HIVE OF INDUSTRY.

The next halt was at Berlin, which boasts of being the oldest town in Canada, for although it has a population of 14,000 inhabitants, it has not taken up its incorporation as a city. It is the furniture centre of Canada. There are no fewer than 13 furniture factories, and other works include three of the largest tanneries in the Dominion, two large rubber factories, two felt boot factories, glove, button, and collar works. There are in all between 60 and 70 factories, and as an evidence of industrial progress, it may be mentioned that 10 new factories were established last year. As its name implies, the population is largely of German origin. The number of hands employed in the factories is about 4,000, the wages paid in 1906 amounted to 1,500,000 dollars, and the value of the output was 7,250,000 dollars. The water works, light, and power plants and street railway system are owned and operated by the Corporation, and a noteworthy feature in connection with the town is that 70 per cent. of the labouring population own their own homes, while many of the most successful business establishments are those which have been built up by men who commenced with small capital. There is a great demand for girl labour, and some of those employed in the factories earn from 5s to 6s a day and board for about 3 dollars per week. Although so large a proportion of the inhabitants are of German origin, loyalty to the Canadian flag is a characteristic of the town, and the statue of the Kaiser in Victoria Park is to be supplemented by one of the late Queen Victoria.

Subsequently there was a visit to Guelph, another industrial city, but noted also as the seat of the Ontario Agricultural College, with the work of which I propose to deal in my next letter.

August 6th (on the road to Winnipeg)

Since the conclusion of my last letter the most interesting visit made was to Guelph, where is situated the Ontario Agricultural College. Guelph is a city with a population of about 13,000, in which industries and agriculture flourish side by side. There are some 50 or 60 factories in the immediate district, and inquiries elicited the informa-

tion that a shortage of labour had been experienced, and that openings present themselves for good mechanics and labourers. I was informed that pick and shovel men can earn 6s to 7s per day, and skilled mechanics from three to four dollars per day. Guelph is noted as an important market centre, and for its stock shows and sales, and the present spacious building devoted to those purposes has been found inadequate to the requirements, and an important extension has been decided upon. The journalists were met on their arrival by Mayor Newstead, Ald. Struthers, the chairman of an influential Reception Committee; President Creelman, B.S.A., of the Ontario Agricultural College; Mr Guthrie, member of the Dominion Parliament; Mr McLaren, M.P., a well-known agricultural expert, and others, and they were taken for a coach drive through the city, which, like others previously visited in the province of Ontario, shows unmistakable signs of progress.

AGRICULTURAL EDUCATION IN THE DOMINION.

A visit to the Ontario Agricultural College proved of exceptional interest. It was founded in 1874, and is the largest of the colleges founded by the Canadian Government for the practical education of young men in farming. It has a large staff of experts, and gives a splendid course of training in all branches of agriculture. A short course lasts for two years, and is intended to prepare young men for life on the farm, but a student may remain a third year, and go up for the examination for the degree of Bachelor of the Science of Agriculture. Strange to say, there was in the early days a prejudice against these colleges on the part of the agricultural community, but it has been broken down, and the farmers have been brought to realise what they should have realised from the very first, that the systematic instruction afforded in such institutions, and the investigations conducted therein, with the object of increasing the productiveness of the land, cannot be otherwise than advantageous. In addition to the colleges the Government have established experimental farms, at all of which exhaustive means are taken to gain information as to the best methods of preparing the land for the crop, of maintaining its fertility, the most useful and profitable crops to grow, and how the crops can be disposed of to the greatest advantage. To this end experiments are conducted in the feeding of cattle, sheep, and swine for flesh, the feeding of cows for the production of milk, and of poultry both for flesh and eggs. Experiments are also conducted to test the

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merits of new or untried varieties of cereals and other field crops, of grasses, forage plants, fruits, vegetables, plants, and trees, and samples of the most promising cereals are distributed freely among farmers for trial, so that those which promise to be most profitable may be brought into general cultivation as rapidly as possible. Then, again, experiments are conducted in the cross-breeding of cereals and fruits, with the object of producing new varieties specially adapted to the climatic conditions existing in different parts of the Dominion.

At the Ontario College courses are offered on agriculture, home economics, and manual training. Candidates are required to produce satisfactory evidence as to moral character, physical health and strength, an intention to follow as an occupation either agriculture, dairying, or horticulture, or some line of practical or professional work connected with one or other of these pursuits. The authorities also require that candidates shall have spent at least a year on a farm, and acquired a knowledge of some of the elementary principles of farming. The course of study and apprenticeship is considered as being specially adapted to the work of young men who intend to be farmers, including what they require and nothing more. The lectures in the class-room, the work in the outside departments and in the laboratories, the experimental work, the debates in the literary society, and the surroundings and atmosphere of college life, all tend to make them more intelligent workers and better citizens. In the apprenticeship course the work is divided into seven departments—the farm, the live stock, dairy, poultry, horticultural, mechanical, and experimental. The students are sent in rotation to these departments, and are required to take their turn at a variety of jobs, clean and dirty, easy and difficult, without favour or distinction. It is thought that a limited amount of time devoted to practical operations on the farm and in the various departments enumerated, is well spent, especially by those who have not had much practice in farm work, and that although farmers' sons may be more benefited by the class-room work, they, too, find the practice outside agreeable and helpful, for it gives them the opportunity of becoming, among other matters, more practically acquainted with a large variety of the most valuable breeds of cattle, sheep, pigs, and poultry, in addition to the knowledge gained of the handling of milk and butter. For the purposes of the B.S.A. degree, the College is associated with the University at Toronto. The courses in Home Economics, Nature Study, and Manual Training are provided in the Macdonald Institute. The former are for farmers' daughters and other

young women who desire to learn the theory and practice of cooking, housekeeping, and laundry work. The building in which the department is conducted was the gift of Sir W. C. Macdonald, of Montreal, and cost over 100,000 dollars. Another useful adjunct to the College is the Massey Hall and Library, presented by the late Mr W. H. Massey and Mr Chester Massey. It is a fine building, the hall providing seating accommodation for 450 people. The library department consists of a reference library, lending department, and two magazine rooms, and over 15,000 volumes are available for the students. Several cases contain numerous and perfect casts of various kinds of fruits, which are most useful for demonstration purposes. Fifty acres of land adjoining the College are devoted entirely to experimental work with farm crops, and students are required to spend much of their time in this field during the autumn term examining the crops and noting the methods of conducting the experiments, and the results. Careful observations are made on the winter killing of fall sown crops, such as winter wheat, rye, and barley, and the heaving and winter killing of clover. Notes are taken on the appearance of grass and clover crops, sown in the fall and spring, with and without nurse crops. A study is made of grasses, clovers, and cereal grains in the early stages of their growth, so that students may be able to distinguish between classes and varieties by the appearance of their early leaves, and instruction is given in methods of laying out plots for experimental purposes. The laboratory is supplied with specially constructed seed, sorting tables, finely graded screens, germinators, apparatus for testing the hardness and weight per bushel of grain. A mechanical department has recently been added, and affords ample provision for increased and efficient instruction along various lines. A fairly representative collection of stock is maintained upon the college farm, including Clydesdale horses, Shorthorn, Aberdeen-Angus, Hereford, Galloway, Holstein, Ayrshire, and Jersey cattle; Border, Leicester, Shropshire, and Oxford sheep, and large Yorkshire, Tamworth, and Berkshire swine. The students' judging contest trophy, offered by the Union Livestock Yards Association of Chicago, was won for two successive years by a team representing the student body of this college, and was on exhibition in the Massey Hall. With all these departments and features there is justification for the claim that the Ontario institution comprises not merely a farm for growing grain and raising live stock, but a college fully equipped for educating young men on practical lines, making them more intelligent workers, and developing in them a love for work and life on the farm.

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President Creelman explained that the College stood on 550 acres of land, and that there had been 957 students in attendance, of whom about 300 were girls—farmers' daughters and others who had come to take advantage of the courses in dairying, home economics, &c. In the dairy department the students were taught to do work on the factory system, and about 10,000 dollars' worth of goods were sold every year in cheese and butter. There were about 50 boys this year from the old country, and the best students, the president added, were Englishmen, Scotchmen, and Irishmen. The students were required to go on the farm, and engage in the various farming operations, and a boy could not matriculate until he had worked on the farm for one year. Every effort was made to get the students interested in good stock, for good stock meant good farming. In the month of June they were in the habit of entertaining about 30,000 farmers, who came there at the rate of one, two, or three thousand a day; were shown the sort of work that was being carried out at the college; and were able to go back to the farms and put into practice some of the things which had been shown them on their visit. Meetings in various parts of the province were encouraged, and there they had as many, probably, as 170,000 farmers meeting in the course of the year for the purpose of discussing agricultural topics and the best methods of helping forward their interests. The President claimed that they had in Ontario the best organisation in agriculture in any part of the world, and he stated that as the results of this systematic instruction, and of the various experiments practised, the output of Ontario had been doubled as compared with ten years ago. The value of the farm crops in Ontario amounted to about 140,000,000 dollars annually.

After a visit to the Massey Hall and Library, the journalists were conducted to the experimental farm, and Professor Lavitz interested them for a considerable time in explaining the manner in which the experiments in grain culture were conducted for the purpose of enabling the farmers to utilise the best varieties, adopt the best methods of cultivation, maintain the fertility of the soil, and produce the best crops. He explained that the ground was divided into four sections—(1) most grain, (2) cultivated crops, (3) cereals again, and (4) pasture, and so they applied and followed the conditions of ordinary farming. They obtained varieties not only from their own country, but from others, to see which would give the best results, and if, after full tests, they found that better results could be obtained from those of other countries, they sent them out

to the farmers with the necessary instructions, and encouraged experiments on the farms in connection with the work of the college. By way of illustration, the professor mentioned that about 15 years ago it was found that barley from Manchuria was giving better results than some of that grown in the province. Consequently, the Manchurian barley had been introduced, and, as a consequence, a decidedly better yield had been secured than had been obtained from the old barley. Two-thirds or three-fourths of the farmers in Ontario were now growing that class of barley. Taking the last ten years, the yield of barley had, probably increased 23 per cent., and most of that increase was attributable to the introduction of Manchurian barley. The Professor explained experiments which had been conducted by crossing wheats and barleys for the purpose of securing the fullest ear of grain, and at the same time a healthy stalk; and another experiment had for its object the bringing of a crop of barley to maturity concurrently with oats. It was mentioned that practically the same work that was being done in regard to cereals was being carried out in fruit culture and other departments, and it was apparent to the visitors that in this and other directions the College was fulfilling a most useful function. President Creelman, during a later period of the visit, stated that the produce of Ontario was being offered to the markets of the world, and more especially to the markets of Great Britain. He added that the operation of the M'Kinley tariff put such a high rate upon the produce that they had been in the habit of sending into America that they had been forced to seek markets elsewhere, and a good market, and perhaps a more staple one, had been obtained in Great Britain. It was mentioned that 70 per cent. of the whole of the cheese that went into Great Britain was supplied from Ontario. After leaving the College the visitors were entertained at dinner, and the speeches which followed showed that in Guelph, as in other cities, the feeling of loyalty to the mother country is very deep-rooted. The toast of the visitors was submitted by Mr Guthrie, M.P., and acknowledged by Messrs McConky, Redwood, Longstaff, and Ellison; Mr Starmer voiced the thanks of the journalists to the Mayor, Alderman Struthers, President Creelman, and others who had helped to make the visit enjoyable and instructive.

AT COLLINGWOOD.

Our tour in the province of Ontario, which commenced on July 28th, occupied the whole of one week, and the last visit at which an official reception had been arranged was to Collingwood on Saturday morning. Fifty-

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five years ago the site on which Collingwood stands was a virgin forest. The first tree was felled to make room for a dwelling in 1852, and since then the place has steadily grown and prospered. It has a fine position in Georgian Bay, and forms the terminus of Lake Huron navigation. From being a small fishing village in 1854, it has grown to be an important industrial centre, with a population of about 8,000 souls, and there is every prospect that this will be largely added to in the course of a few years. It possesses the biggest shipbuilding yard in Ontario, and the largest and best dry dock on the Canadian lakes. Other industries include a large meat curing factory, several large saw mills, three planing mills, and an extensive furniture manufactory. A large proportion of the citizens own their houses, and the whole are said to be contented and patriotic. The Mayor, Mr D. Wilson, and several members of the Corporation, and the president and representatives of the Board of Trade, met us on our arrival at the station, and we were taken for a drive around the town before inspecting some of the principal works. The first visit was to the Collingwood shipbuilding works, where a large vessel of about 8,000 tons, 406ft. long, 50ft. broad, and a moulded depth of 26ft., was in course of construction. A still larger ship, about 476ft long, was recently launched from the same yard. A considerable trade is done at the port in grain, 3,000,000 bushels having been handled in 1906. At the shipbuilding works about 900 hands are usually employed, and the men earn good wages. Rivetters can make from 15s to £1 a day if they stick to their work, and young fellows are able to obtain board at from 16s to 18s per week, so that they have good opportunities of saving money and building up comfortable homes. It was reported, however, that labour troubles were being experienced here as elsewhere. The farming industry in the neighbourhood has suffered from lack of labour. I was told that the wages paid in the industry amounted occasionally to thirty dollars per month for eight months in the year, board being added. A visit to the Collingwood Meat Curing and Packing Company's works showed that a very large trade is being done at this centre. As many as 1,250 hogs are slaughtered in a single morning, and 75 per cent. of the bacon is exported to the United Kingdom. The whole process of cutting up and curing was open to inspection, and the examination was such as to inspire full confidence. The Collingwood brands of bacon are not unknown in Bristol. I noticed several boxes labelled "White's Honey Canadian Bacon," and on inquiry I was informed that this was destined for the well-known firm of provision merchants of

Victoria Street, Bristol. The company's output is exported mainly to Liverpool and London, and distributed there to other centres. Before leaving Collingwood the visitors were entertained at luncheon at the Globe Hotel. There was not much time for speech-making, but Major Wilson, in a few chosen words, extended a cordial welcome to the journalists, and expressed the hope that the visit would be productive of good results both to Canada and the Mother Country. He especially thanked Mr Harry Charlton, the advertising agent of the Grand Trunk Company, for having included Collingwood in the British journalists' itinerary. Mr McConkey (Belfast) and Mr Longstaff (Newcastle) shared the response to the toast of "Our Guests," and the proceedings closed with cheers for the Mayor and the Reception Committee. During the visit I met Mr M. J. Pomphrey, a native of Bristol, who has been settled at Collingwood for upwards of thirty years. Mr Pomphrey learnt his trade with Messrs Lewis and Sons, painters, &c., of Clifton, and he has relatives still residing in the old city. He spoke most favourably of the future of Canada, and said he liked the country very much. Questioned as to the openings for labour, he repeated what had been told me by another settler, that it was a mistake to send out unsuitable emigrants, but that there was ample room for good, energetic men with a few dollars in their pockets, who would soon be able to accumulate sufficient to build homes of their own. Capt. Coles, another native of Bristol, resides at Collingwood, but I was not fortunate enough to meet him.

The week end was spent at the Grand Muskoka Hotel, after a delightful trip up the beautiful Muskoka lake, which is dotted with numerous islands of various sizes, many of which have attractive summer residences on their shores. This district is known as the Highlands of Ontario, and the visit to it came as a welcome change to a week's hurried itinerary through various industrial centres. The hotel is charmingly situated, well appointed, and was full of visitors. Several steamers run on the lakes in connection with the Grand Trunk system, and they appeared to be most liberally patronised. We came down the lake on Sunday afternoon, rejoined our car at Muskoka wharf, and left for North Bay, 'en route' for Winnipeg. During the evening we took leave, with many expressions of regret, of Mr H. R. Charlton, the courteous representative of the Grand Trunk Railway Company, who had accompanied us from Montreal, and had done so much to promote our comfort and enjoyment. We all joined in paying tribute to Mr Charlton for his many acts of courtesy, and expressed our best wishes for his future

happiness and prosperity. Mr Charlton reciprocated, and assured the visitors that his company, which claimed to be the pioneer of railway enterprise in eastern Canada, had been delighted to participate in doing honour to the British Journalists. On behalf of the party Mr McConkey despatched the following telegram to Mr C. M. Hayes, second vice-president of the Grand Trunk Railway:—"The party of British journalists now in Canada, on completing their pleasurable tour through Quebec and Ontario on the Grand Trunk system, desire to record their appreciation of the excellent arrangements made for them and of the unvarying kindness with which they have been everywhere received. They also particularly wish to acknowledge the personal attention and unvarying courtesy extended to them by Mr H. R. Charlton, who has made the tour in every sense delightful and complete in the minutest detail." Leave was also taken here of Mr Cy Warman, a well-known author and poet, who had accompanied us part of the way and delighted us with some of his railway adventure stories.

A FEW FACTS ABOUT ONTARIO.

On leaving Ontario it may not be out of place to give a few facts about the province. Ontario is as large as four Englands, and but little less than France and Germany. It contains 40 per cent. of Canada's population, and 20 per cent. of the population of Ontario is engaged in agriculture. It has 126 million acres, and 40 millions have been surveyed. Ontario's farming industry output has doubled in the last two decades without much increase in acreage. Ontario has a greater variety of mineral deposits in proportion to population than any country in the world. It has 1,129,047 dairy cows, worth over six millions. Though the fruit industry is only in its infancy, there are over 10 million apple trees in the province. The production of apples increased from 1891 to 1901 by nearly 300 per cent., and that of pears and plums by over 1,000 per cent. Ontario's apple crop for 1906 was 35 million bushels from 6,898,810 trees. In 1906 there were 352,300 acres in orchards and gardens, and 12,785 in vineyards. Ontario has 196,387 colonies of bees. There were 6,087 acres in tobacco in 1906, with a crop of 7,575,000 lbs. Five thousand deer hunters killed 10,000 deer. Ontario's receipts in 1906 were £1,429,895, and the expenditure £1,345,436. In almost every place visited in the province the good type dwelling occupied by the artisan and working classes generally was particularly noticeable, and was regarded as one of many evidences of prosperity.

REGINA, SASKATCHEWAN, Aug. 8.

On arriving at North Bay on August 4th, our Pullman car was transferred to the Canadian Pacific system, and at 11 o'clock at night we left for Winnipeg, a ride of 1,060 miles. On our way we passed Port Arthur, noted for its modern lumber, smelting, and grain industries, and Fort William, with its great coal docks and some of the largest grain elevators in the world. The district through which our 35 hours' railway journey took us is largely composed of forest, with beautiful lakes and rivers at frequent intervals. For several hours we were running by the side of Lake Superior. In some parts of the district there are gold and silver mines, several important lumber stations were passed, and occasionally small Indian settlements abutted upon the railway. The main line of the Canadian Pacific Railway Company extends from the Atlantic to the Pacific, between 3,000 and 4,000 miles, but with its numerous branches the company has about 11,000 miles of track, and it owns large tracts of land abutting on its railways, which is being rapidly taken up for agricultural and other purposes. At present the line between Winnipeg and Port Arthur is being doubled, and there are many miles of double track west of Winnipeg. It is claimed that the Canadian Pacific Railway route through the Dominion from the Atlantic to the Pacific is unapproached for magnificence and variety of scenery. The rugged wildness of the north shore of Lake Superior, the picturesque Lake of the Woods gold region, the billowy prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirk and Gold Range, and the wondrous beauties of the Pacific Coast, are traversed by this railway. At Winnipeg we had to take leave of Mr W. J. White, who, as the representative of the Canadian Government, had accompanied us from Quebec, and had earned our warmest thanks for his kind and thoughtful attention to our many requirements, and we were joined by Mr W. J. Kennedy, another representative of the Government Department of the Interior, who did his utmost to make the remainder of the journey pleasant and interesting.

THE GATE OF THE WEST

Winnipeg has been aptly described as the gateway of Western Canada, and it is the most rapidly growing of the younger cities of the Dominion. It is situated at the junction of the Red and Assiniboine rivers, and 16 different tracks radiate from the city to every part of the West. It is the centre of nearly 10,000 miles of railway lines in full operation, to which some 5,000 miles will very soon be added. It is therefore a great collecting and distributing centre, and is destined to become

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more and more so in the future. It is the political capital of the province of Manitoba, and the commercial and financial centre of all that vast area which is commonly called Western Canada. In 1874 the population was 1,869, in 1902 it had increased to 48,000, and the latest estimate of the population is 111,717, equal to about one-tenth of the entire population of Canada west of Lake Superior. It is confidently anticipated that Winnipeg is to become one of the greatest cities on the North American continent, for there are behind it no fewer than 100,000,000 acres of the finest agricultural and grazing lands fit for settlement and rapidly filling up with people. As a rule the city possesses broad and well-paved thoroughfares and splendidly boulevarded residential streets. An exception has to be made in the case of a portion of the main street, leading from the railway dépôt to the centre of the city. This is laid with block pavement, which has become very uneven, but it was explained that this was due to excavations, and the street is to be taken in hand and brought up to the level of the other principal thoroughfares. The city is noted not only for the rapidity of its growth, but for its great volume of trade and the energy and progressiveness of its people. It is the educational centre of the West, has a well-appointed university building, five colleges, and a public school system which is considered to be as complete as it can be made. It has its Development and Industrial Bureau, whose object is to disseminate valuable statistics and information concerning Winnipeg and its opportunities, and to further the successful movement to make the city one of the leading mercantile and manufacturing centres of Canada. The distance which separates Winnipeg from the manufacturing cities of Eastern Canada—1,000 miles—coupled with the possession of unlimited cheap hydro-electric power, which is available for manufacturing purposes at a price less than one-half that of steam power, confirms the present local industrial development, and guarantees its future without peradventure. The range of industries is confined principally to the primary needs of a growing community. In 1906 some 30 new factories were erected within the city limits, turning out ready-made clothing, paints, colours, varnishes, &c., and the industries of the city include iron foundries and machine shops, flour mills, biscuit and confectionery works, mattress and furniture factories, laundries and dye works, carriage and wagon factories, abattoirs, provision canneries, &c. Some of the stores in Winnipeg are among the finest in the world. A few years will undoubtedly see the establishment of branch factories from the east replacing distributing wholesale houses, which occupy at present

whole blocks of splendid buildings. To other conditions are added the offer of a 12 years of flat rate valuation assessment, and power supplied by the municipal hydro-electric plant at 18 dollars or less per horse-power per annum, a rate at present scarcely equalled by the largest power installation at Niagara or elsewhere in Canada. The total value of real property in the city in 1906 was 84 million dollars. In addition, there was a 10 million dollar business tax assessment, these figures showing a gain of 16 million dollars over 1904 and 30 million dollars over 1903. For 1907 the figures show a total of 104,188,883 dollars. Winnipeg is the third city in Canada in the value of its bank clearings, the total for 1906 being 504 million dollars, an increase over 1905 of 36.42 per cent. It is also the third city in the Dominion in the value of customs imports. During the year 1906 no less a sum than 12 million dollars was expended on new buildings, and since 1901 42 million dollars worth of new buildings have been provided. As a grain centre Winnipeg is now the second city in the continent. All the wheat trade of Western Canada is centred in Winnipeg, and it is here that the grain is inspected and the financing of the crop movement carried on. The grain elevator capacity in the district is for 51,642,200 bushels, at least two-thirds of which is provided by the Canadian Pacific Railway Company. A flour exporting company to blend and export the output of small country mills is one of the newest enterprises here. There is tributary to Winnipeg a flour milling capacity of 35,000 barrels a day. In connection with the cattle trade Winnipeg has four large abattoirs slaughtering for the local market. In 1906 85,737 head of cattle were exported, 40,897 head were dealt with locally; in addition, 3,792 stockers were sold, bringing the total up to 130,426. The recent heavy movement of settlers into the country has to a large extent solved the labour problem so far as Winnipeg is concerned. It is stated that contractors and other large employers in the city have never been so well served with good labour as in the past few years.

A CHAT WITH EX-MAYOR ANDREWS.

While at Winnipeg I had the privilege of an interview with Mr A. J. Andrews, who, while Mayor of Winnipeg, visited Bristol on the occasion of the meeting of the British Association. Mr Andrews, it will be remembered, was one of the most popular among the numerous visitors to the old city at that period, and he entertains many pleasant recollections of his sojourn in Bristol, where he has many friends, to whom

he desired to be kindly remembered. In the course of the interview, I was informed that there is no legitimate interest in Winnipeg to-day that is not overtaxed to supply the demand made upon it. Investment in business in Winnipeg is no longer a speculation. The business is absolutely there to be done, and its expansion depends solely upon labour and capital. Both are required—there is scarcity of labour and scarcity of money to cope with the present actual demands upon trade. Pointing out of his office windows, Mr Andrews gave striking instances of the growth of buildings, many of which, though comparatively new, had been, or were being, raised two or three storeys to meet the demand for floor space. Mr Andrews did not advise investment in land, but pointed out that there was a great demand for money on mortgages for building and other purposes, paying splendid rates of interest, and giving absolutely good security. Turning to other matters, Mr Andrews said: "We don't send our fruit over to the British markets as well packed as we might. If Canada is to occupy the position she should in the English market for the supply of fruit, for which Canada should be the foremost, the quality of the packing should be such that the name of Canada on the package should be a guarantee that its contents are as represented. The Government are doing a good deal in that direction, and have passed legislative measures within the last few years on the lines suggested. Canadian cheese stands very well, because the dealers are keeping faith with their customers, but, on the other hand, there is room for improvement in Canadian butter. As far as the grain trade is concerned, I think that is being handled as well as it can be. There are improved facilities for getting good grain to the markets, and the safeguards against mixing the grades are so effective that there ought to be no difficulty in the British miller being certain that when he buys a certain grade of wheat he is going to have that grade delivered, and that the certificate which accompanies the grain is an absolute guarantee of its quality. This is a matter in which you in Bristol are particularly interested, because you deal largely in Canadian grain. You are anxious, I know, to make Avonmouth a very important grain market, and there is no reason why it should not be so." Referring to the live stock industry, Mr Andrews said Canada needed an abrogation of the embargo in England against the importation of live stock. Mr Andrews was good enough to place me in communication with the secretary of the Industrial Bureau, from whom I was able to obtain the up-to-date information given above.

GOVERNMENT IMMIGRATION WORK WINNIPEG.

Our headquarters at Winnipeg were at the Royal Alexandra Hotel, a palatial building, recently erected by the Canadian Pacific Railway Company, adjacent to their depôt, and offering accommodation second to none in the Dominion. We visited the Canadian Government Immigration Department, and had an interview with Mr Obed Smith, who is in charge thereof. Registers are kept here recording applications by farmers for farm hands, and as showing that there is much room for employment, it was noticed that about 60 per cent. of the situations offered had not been filled. The registers contain the names and districts of the farms, the sort of men wanted, and the wages that the farmers were willing to pay. The average for farm hands appeared to be 10 to 15 dollars per month in the summer, and 10 dollars per month in the winter, with board and lodgings thrown in. Experienced hands were able to command 20 dollars a month. Mr Smith mentioned that the department was always willing to give guarantees to suitable men to obtain work, and that facilities were offered for men being billeted in rooms connected with the department with free board for as long as six or seven weeks if there happened to be a scarcity of labour on their arrival. The building available for the purpose is capable of accommodating about 1,000 people. Emigrants are enabled to examine the registers and select farms in the particular districts in which they prefer to settle, and it may be mentioned that the radius covered by the applications from farmers is from 300 to 400 miles. Letters from farmers were produced for our inspection, and these showed that in many places there was urgent need for men, and one farmer offered employment for forty hands at once, and to provide them with board and lodging and the rate of wages mentioned. Mr Smith was asked if there was any truth in allegations made to the effect that in some cases men after being employed were unable to obtain wages until the crops were harvested. He replied that if any such cases occurred, the men could apply to the magistrates, who would make an order for payment of the wages, failing payment of which executions would be levied. Mr Smith added that if the men complained of bad treatment the cases were always investigated if made known to the department, but it was usually found that in 80 or 90 per cent. of the cases reported, there was no justification for the complaint. In cases of real grievances, the department endeavoured to effect a remedy. Another case mentioned was in connection with a complaint on the part of rail-

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way labourers brought out from England, and guaranteed work, if they could be placed on the station at once. They alleged that the employment was not forthcoming on their arrival. Mr Smith said the matter was investigated, and that within a few days the men were found employment. On our way from North Bay we had an opportunity of inspecting some of the colonist cars run on the Canadian Pacific Railway for the accommodation of emigrants. They are provided with sleeping berths, bedding for the journey is supplied at the cost of a dollar, the company provide stores along the route at which they can obtain food at cost price, and if they pay a little extra, and travel by what are known as tourist cars, they can secure opportunities of cooking food.

A motor-car drive of about two hours gave excellent opportunities of inspecting both the business and residential parts of the city. There are many Bristolians resident in Winnipeg, and I had the pleasure of meeting, among others, Mr W. M. Gordon, a brother of Mr George Gordon, of the well-known Bristol printing firm, who is superintendent of the Dominion Express Company at Winnipeg, where he has been located for about twenty years, and Mr A. E. M. Warner, who hails from West Mall, Clifton, and has a brother with Stuckey's Banking Company in Bristol. Mr Warner was formerly a traveller for Mr S. Iles. I also met Mr W. Dodd, a well-known Bristol commercial traveller, whose headquarters are now at Toronto. Mr Dodd resided at St. Martin's Road, Knowle, and is well known in connection with the work of the Bristol branch of the United Kingdom Commercial Travellers' Association, of which he has held the office of vice-chairman. Mr Wilson, a journalist, who was formerly connected with the 'Bath Herald,' and is now on the staff of the 'Tribune' at Winnipeg, also called on me at the hotel.

We left Winnipeg on Wednesday morning, August 7th, en route for the Far West.

CALGARY, August 9.

Just a fortnight has elapsed since we set foot on Canadian soil. During the first week we were occupied in exploring the fertile regions of Ontario, and the cordial reception extended to us in that district has been repeated by the whole-hearted hospitality which we have so far experienced in the western or prairie provinces of the Great Dominion. We have had many striking demonstrations of loyalty to the old country in these remoter districts, and everywhere there has been the greatest willingness to supply information for the guidance of those who contemplate settling in Canada. During the last few days we have had some marked variations in temperature. Yesterday it was 90 in the shade, and we were glad to dispense

with coats and vests, collars, and other superfluous clothing while we were endeavouring, as the train sped across the prairie, to record our impressions of some of the places we had visited.

DEVELOPMENT OF WESTERN CANADA.

During one of the long-distance rides, Mr W. J. White, who has had a long experience of immigration work in connection with the Dominion Government, gave some interesting information with regard to the opening up of the three western provinces of Manitoba, Saskatchewan, and Alberta. It may be as well, perhaps, to preface this information with the statement that the capital value of the agricultural interest of the Dominion, according to the estimate issued under the authority of Lord Strathcona, is placed at £400,000,000. The bulk of these values would, of course, be represented at present by agricultural development in the eastern provinces. But, great as is the range of production and capacity of these eastern provinces, they pale before the possibilities of production in the far-flung fertile prairie provinces of the West. Five years ago this territory, measuring 1,000 miles in length and from 300 to 900 miles in breadth, had a population of 466,860, and a grain crop of 43,230,000 bushels. Last year the population was nearly 1,000,000, and the cereal harvest gave a return of 200,000,000 bushels, of which nearly one half represented wheat. This crop was grown on an acreage less than 4 per cent. of the net area of land available for arable cultivation, and in the north-west estimated at 200,000,000 acres. To-day some 35,000,000 acres are held for actual settlers, and 35,000,000 by railway companies, land companies, and private speculators, leaving still 125,000,000 acres of the public domain unalienated, and available under liberal conditions for new-comers. Upwards of 11,000 miles of railway lie within this region, and an additional 4,000 to 5,000 miles are now let for construction. Settlement for some years has been in advance of railway construction, with the result that as the railways are built into new districts traffic is found waiting on a scale that renders the line a paying investment from the outset. The existing lines have done their best to cope with increasing traffics, but the difficulty has been to get rolling stock delivered with sufficient rapidity to keep pace with the demand. According to the last quinquennial census (1906) of the three prairie provinces of the Dominion, the population is given at 801,000. Of these 458,396 were males and 342,604 females. In Manitoba the sterner sex are in a majority of 45,000, or 25 per cent.; Saskatchewan 48,000, or 32 per cent.; and in Alberta 38,000, or 30 per cent. There are 120,439 farms in

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the three prairie provinces, as compared with 54,645 in 1901, an increase of 65,814 holdings. Manitoba, the smaller of the three provinces, has a total of 35,441, Saskatchewan 54,787, and Alberta 30,211 farms. Ninety per cent. of the settlement during the last five years has taken place in the two latter provinces. The live stock figures for the whole region for 1906, compared with 1901, are: Horses 682,919, against 340,329; milch cows 384,000, against 244,216; other horned cattle 1,560,592, against 698,407 in 1901.

The great alternative industries to wheat growing in Western Canada are dairying and stock raising. In Alberta cattle ranching occupies a leading position, and it is considered certain that it will flourish still more, as the change now in progress from raising cattle on the open range to that of small herds on small holdings is carried out. In Alberta the 1906 census gives 101,250 milch cows and 850,000 other cattle, as compared with 46,960 milch cows and 329,390 other cattle in 1901. These figures are evidence of the possibility of a dairying industry as well. From the first, the Canadian Government fostered this industry in the west by establishing creameries or butter factories in the newer settlements, and taking upon itself the risk of making butter and creating a market. The farmers now run these creameries on a co-operative basis. During 1906 over 2,000,000 pounds of butter were turned out by these creameries in Alberta, against less than 400,000 pounds in 1902. The average price obtained at the creameries was 10½d. It is confidently believed that this industry has a splendid future.

When the intending settler arrived at Winnipeg, said Mr White, he is supposed to go to the Government Immigration Office, where he will be able to get reliable information as to the districts in which he may secure a homestead, which consists of 160 acres of land. On payment of 10 dollars, the emigrant is registered for a homestead, and at the end of three years, if he has fulfilled the conditions of residing on it six months in each year, and cultivating at least five acres per annum, he may apply for his patent, the land becomes his own by right, and he may do as he pleases with it. There is an exemption law, but it is not taken advantage of as it was some years ago in the early days of settlement. This exemption law gives to a man his home, with 160 acres of land, sufficient horses and cattle with which to work it, and his household furniture, and it has been the means of saving many people from the processes of the law in which they might possibly have become involved, through ignorance as to the conditions. It was stated that sometimes in the early days implement dealers came upon the land, and

persuaded the settler to buy machinery on credit, and in the event of his being unable to meet the notes when they became due, he ran the risk of losing his homestead. Now a man cannot mortgage his homestead within the three years—he cannot give a lien upon it without the permission of the Government. The Government withholds permission in regard to transactions which encourage speculation. Occasionally, a father with five or six sons comes upon the land. Each can take up a homestead, but not upon the same section of land unless specially desired, and a woman with a family dependent upon her for support is not debarred from taking up a homestead. Two sections of land in every township, representing one-eighteenth of the entire country, are devoted to the schools fund. This is regarded as a very important matter, and it is a noteworthy fact that 70 per cent. of the school expenses is paid for out of the land or by the Government. In Manitoba there is very little homestead land left, but in Saskatchewan and Alberta land may be had in abundance, and a good deal of land has not yet been surveyed. The unsurveyed land in Saskatchewan is not being pressed upon the attention of settlers, its quality is not particularly good, and there is an abundance of suitable land available. Good land in Alberta is in demand owing to railway developments, actual and prospective. Eventually there will be four lines of railway not more than 15 to 20 miles apart. The railway companies have secured large tracts of land by arrangement with the Government, and they are offering it at prices ranging from 10 to 15 and 20 dollars an acre, according to location. Mr White mentioned that there are numerous cases in which people are leaving the United States, disposing of their holdings there at 75 dollars an acre, and investing the proceeds in land in Western Canada on terms which secure most profitable investments. It is computed that during ten years 350,000 persons have migrated from the United States and taken up land in this way. Mr White added that he had known many cases in which a man had secured land at from 12 to 15 dollars per acre, and realised sufficient money from the crops of the first year to pay for his holding and buy another 160 acres. As to the results of farming, instances were quoted to show that, with an average yield equivalent to 14 dollars per acre, the maximum expenditure did not exceed 7 dollars per acre, leaving a very good margin of profit. It was stated that there are very few off years, but the present will be an off year in some localities, owing to the exceptional winter—the most severe for 25 years—and the late spring. This, however, does not apply to a large number of the cereal-growing areas, and there are

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good reports as to crops from many parts of Alberta. Mixed farming is largely indulged in in the northern region—from North Saskatchewan to the northern part of Alberta. A good deal of the land south of Calgary, which at one time was suitable only for ranching purposes, has been discovered to be suitable for agricultural purposes, and is being taken up by homesteaders. Put into winter wheat, the yields in some cases have been phenomenal, and generally speaking it is excellent. Land could be purchased there a few years ago at 3 dollars an acre, but now the price asked is about 15 dollars per acre. In districts where irrigation is supplied the crops have, of course, very much improved. The Canadian Pacific Railway Company is doing a good work in the construction of irrigation ditches, which are adding greatly to the productiveness of the land in these regions. A district south-west of Lethbridge is known as the Mormon Colony. Some twenty years ago, Mr Card, a son-in-law of Brigham Young, went out there from Salt Lake City, and selected a tract of land which he considered suitable, and there are now 4,000 to 5,000 Mormons settled in the colony, in which splendid crops of wheat, oats, and barley are now being produced in soil that was considered at one time to be unfit for anything except pasture land. A considerable area south of Lethbridge, in the irrigated district, is also being utilised for the growing of beetroot, with very satisfactory results. In speaking of the Mormon settlement, Mr White was careful to explain that the conditions of life are not what have been generally associated with the name, and that polygamous habits form no part of them. As to the markets for the wheat grown in Western Canada, Mr White pointed out that at numerous points along the railway track huge elevators are provided in which the grain brought down from the farms is stored until it can be transferred to the freight trains or fleets of steamers requisitioned for transportation. There are no fewer than 1,300 elevators in the three provinces named on the different lines of railway, with an average capacity of 30,000 bushels. Wheat is carried at a very low rate from all points, the rate being fixed by a Railway Commission. Reverting to the question of railway accommodation, Mr White stated that there is scarcely any district in Manitoba that is more than ten miles from a railway, and that in five years time the same condition will apply to the province of Saskatchewan. The railways, he added, were so taxed last year that it was not until June that the last of the previous harvest was got out. That, however, was not an unmixed evil, because farmers were able to realise an extra dollar for their wheat. Mr

White also furnished statistics with regard to Canadian immigration.* In the calendar year of 1903, 135,000 people arrived, in 1904, there was a falling off of 500; in 1905, the number was 145,000; and in 1906, 215,000. For the five months of the current year, the immigrants numbered 131,000, and it is anticipated that the returns for the complete year will show 275,000 or 280,000. He stated that one of the reasons for giving these figures was in defence of the railway companies, who were called upon to handle greatly increased traffic as a consequence of the introduction of 765,000 persons into Canada in five years. There was some excuse for inability to clear the whole of the wheat into the markets last month. To provide against congestion there is now under construction a new line of railway from Etamami to Port Churchill, in Hudson Bay, east of Edmonton and north-west of Winnipeg. This will open up a large new territory, and facilitate the movement of grain from points in that district. The Canadian Pacific Company is pursuing a progressive policy on all parts of its system, and every effort is being made to cope with the growth of traffic, but with 250,000 or 300,000 people going into Canada every year it is patent that increasingly large quantities of grain will have to be handled. Mr White was questioned as to the possibility of private companies providing elevator accommodation in certain districts, creating a monopoly, and making the farmer pay high rates. The reply was that the matter would regulate itself to some extent. A monopoly would be short-lived, and with the existence of the Grain Commission and the Railway Commission it was almost an impossibility. He added that there is now a Cattle Commission investigating allegations as to monopoly in the cattle trade, and that the Government is taking every care of the farmer in these respects.

ON AN EXPERIMENTAL FARM.

On our way from Winnipeg to the West we halted at Brandon, which is one of the largest grain markets in Manitoba, and the distributing centre for an extensive and well-settled country. The population is about 13,000, and several industries flourish in addition to grain culture, in connection with which nine elevators have been erected adjacent to the railway station. Brandon is a divisional point of the Canadian Pacific Railway, which disburses a monthly pay roll of 200,000 dollars, sufficient of itself to cause a liberal circulation of currency in the district. The industries include machine works, saw mills, flour mills, planing mills,

a brewery, creameries, and many other factories. With its eleven chartered banks it is an important banking centre, and Brandon Fair, which we just missed, is one of the most important in the Dominion. Close to the city is situate one of the five experimental farms run by the Canadian Government. This covers about 700 acres, originally all prairie land, and is the largest in the Dominion. By the aid of motor-cars an opportunity was afforded of a thorough inspection of the farm, which has been in existence about 17 years. About one-half of the whole area is devoted to grain culture, and yearly bulletins are issued, showing the results of the experiments of various grains, describing varieties and methods of cultivation, and otherwise conveying information of interest to the farmer. The test plots are usually the twentieth of an acre. Of spring wheats 16 varieties are tested, the Red Fife being the standard, with Preston as a good second. The average crop of the 16 varieties tested in 1906 was 35 bushels 52 lbs. per acre. Thirty-one varieties of oats are being tested, and the Banner oats are still the best. Last year 37 varieties were tested, giving an average crop of 97 bushels 31 lbs. per acre. Of barley there are 15 varieties of the six-rowed, and 16 of the two-rowed, and of the former the Mensury is the standard, Odessa coming second. Last year 18 varieties of six-rowed barley tested produced an average crop of 54 bushels 34 lbs. per acre, and 14 varieties of two-rowed 53 bushels 38 lbs. per acre. Parcels of seed are supplied to the farmers of the district on application, and the farmers are required to make reports on the crops raised therefrom. Each year the number of varieties tested is reduced by dropping some of those which have failed to come up to the high standard required, and this process serves to give greater prominence to varieties of the highest excellence. The remainder of the farm is devoted to fruit and vegetable growing, and in these departments tests are also applied, and excursions run at intervals to the farm are largely taken advantage of by the farmers. A department is devoted to forestry, and the settlers are said to be showing considerable interest with this object, with the result that it is no uncommon sight to see a farm house snugly sheltered in a copse of the farmer's raising. Near the experimental farm is the Indian Industrial School, where about 100 Indian boys and girls are trained. The boys are instructed in farming, gardening, the care of stock, carpentry, house painting, &c., and the girls are taught general housekeeping, sewing, and laundry work, and make their own clothing. They are admitted at about six years of age, and remain until they are eighteen. A visit to

this institution proved exceedingly interesting. The Mayor of Brandon (Mr Clement) and many other citizens met us on our arrival, accompanied us on a tour of the city, and entertained us at dinner in the evening.

Continuing our journey west, we passed, 1,603 miles from Montreal, the township of Virden, a grain-collecting centre and the home of an important brick-making industry; and 16 miles further west we came to Elkhorn, where another of the Indian Industrial Schools is located. Soon afterwards the Manitoban border was passed, and Indian Head was reached. This is one of the most noted wheat-producing districts in Western Canada. The farms are larger, as a rule, than those around Brandon; they rarely average less than a section, 640 acres, and to accommodate their produce an imposing row of elevators, twelve in number, with a storage capacity of 350,000 bushels, adjoins the railway track. Last year fully 2,000,000 bushels of grain were harvested here, of which 1,500,000 were exported. Another of the Government experimental farms is situate at Indian Head. The town is making rapid progress in consequence of the important agricultural operations carried on in the district.

It had been intended to visit Regina, the capital city of the province of Saskatchewan, and the distributing point for the country far north and south. The city has a population of about 9,000, and it stands at an altitude of 1,885 feet. The Lieutenant-Governor's residence is situate near the city, which is the headquarters of the mounted police force. Our arrangements, however, had to be altered, and we passed on to Moosejaw. Here we were met by Mr E. M. Sanders, President of the Board of Trade, and several influential residents, taken for a delightful motor ride through some of the great wheat-growing districts, and afterwards hospitably entertained. Moosejaw is situate 398 miles west of Winnipeg and 442 east of Calgary; it is a divisional point on the main line of the Canadian Pacific Railway, and is the most important railway centre in Saskatchewan. It is the terminus of the Soo line, running direct to St. Paul, the main line for the thousands of Americans who come to settle in Western Canada. Here are located the great stock yards of the C.P.R. Company, built at a cost of 30,000,000 dollars, the only feeding and watering place for stock from the great ranches lands to Winnipeg. The city, having a population of about 7,000 souls, is situated in a fine agricultural country extending from the elbow of the Saskatchewan on the north to the Dirt Hills on the south, and indications as to the wheat-

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producing qualities of the district are to be found in the mills and grain elevators. Mr Hugh McKellar, the Secretary and Commissioner of the Board of Trade at Moosejaw, was good enough to supply us with much useful information with regard to the district, and to answer a number of questions which were addressed to him by members of the party. He paid a great tribute to the foresight and enterprise of the Canadian Pacific Railway Company, and said there was no railway company which had done so much to develop the Western districts of Canada. He added that the company was improving the road bed all the time, and was fully alive to all that was necessary to give the best facilities for dealing with the traffic of the district. The payroll of the company at Moosejaw amounts to about 100,000 dollars per month, and practically half of the population of the city is dependent upon the railway wage. The other pillar of Moosejaw is the farming industry, and it was mentioned that in 1906 over 3,000,000 bushels of wheat were produced within a radius of twenty-five miles, this being more than the total wheat crop of the Province of Alberta, and one-thirtieth part of the whole wheat crop of the three Western provinces. The average yield in 1905 was 27.56, and last year 24.3. It was stated that there are no poor people in Moosejaw. There is no poor-house, and there is no asylum. Labour is in demand, and it is found necessary to import large numbers of helpers from Ontario to deal with the harvest, an arrangement which is practicable because the harvest in Moosejaw is a month later, and the C.P.R. Company offers facilities for cheap transportation of labour. We were told that experienced farm labourers can command 25 to 30 dollars per month during harvest time, with board and lodging, while a man who has any knowledge of farming can get 15 to 20 dollars a month. Questioned as to what happened during the winter months, Mr McKellar said a man who can make himself generally useful on the farm stands a good chance of employment all the year round, and that in some instances the pay amounted to 250 to 260 dollars, with board and lodging, which will enable him to save about 200 dollars a year, and soon place him in a position to become the owner of a homestead and farm, a position to which the agricultural labourer in the old country cannot aspire. The statement that hardship was likely to accrue in the case of men who were employed during the summer months only, and could not get employment in the winter, was not admitted. It was argued that even if a man got employment for seven or eight months only, the margin of profit on the

earnings during those months should be sufficient to keep him in comfort during the winter months, but stress was laid upon the point that if he was an industrious man and ready to adapt himself to general farm work he was not likely to be out of employment in the winter. Mr McKellar regretted that so many farmers confined their energies to raising wheat and flax, and said that if they would include the raising of cattle, sheep, and poultry they could do better, and there would be more chance of giving employment to labour all the year round. He added that there was a busy trade in building, and that good bricklayers and carpenters need never be idle. From the figures produced it was evident that the C.P.R. Company pays good wages to their servants, but the statement that engine-drivers and conductors are paid 175 to 215 dollars a month came as a surprise. One case was mentioned in which a man who settled in the district two years ago with a small capital is now farming 320 acres, and another case instanced was that of a man who had accumulated wealth by buying 160 acres adjacent to the town at 30 dollars an acre, and being able to sell a large part of it at building values, in one case realising 600 dollars for a plot 120 feet by 50 feet. Moosejaw is essentially an English colony, and the assurance was given that every facility would be given to energetic young men coming out from the old country, to enable them to acquire homesteads and land. At Moosejaw, as at other places, experience has been had of unsuitable persons, but the failures are said to amount to not more than three per cent.

The journey of 442 miles from Moosejaw to Calgary is almost entirely through unbroken prairie country. The most important centre touched was Medicine Hat, which is in the neighbourhood of a magnificent ranching and mixed farming district. There are several coal mines and natural gas wells, which furnish cheap fuel, light, and power to the town. About 40 miles before striking Medicine Hat we had crossed the Saskatchewan border and entered the Province of Alberta, in which important irrigation schemes have been carried out by the Canadian Pacific Railway Company.

VANCOUVER, August 12th.

Calgary was reached in the evening of Friday, August 9th, the distance from Montreal being 2,262 miles. Though not the capital city of Alberta, it has for some years been a very important commercial centre, and its growth has been almost phenomenal. It has a population of about 20,000, which is rapidly increasing, and of late several additions have been made to its extensive list of manufacturing concerns. It is noted for its

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substantial wholesale and retail business blocks, churches, schools, bank buildings, and residences, and the only unsatisfactory feature which attracted our attention was the condition of the streets. The explanation given was that our visit had immediately followed a heavy rainfall extending over 24 hours. The Provincial Government maintains at Calgary the largest and most important dairy station and cold storage in the West, the Calgary stock yards are noted far and wide, and the district also holds a leading position in the province in the matter of crop yields. There are great ranching districts, and the climatic and soil conditions of the neighbourhood are such as to make it unsurpassed by any other district in Alberta for horse-breeding. The latest report issued from the Board of Trade gives statistics which appear to amply confirm all this, and in referring to the needs of the district, it states that people with strong brains and muscle, and energy to make good use of them, are wanted, and that men with money are welcome in Calgary and the province, and will find plenty to occupy them, but that men are more needed than money. Another part of the report states that there are positions open in Calgary and district for housekeepers, servants, and all kinds of help required in homes, and that good wages are paid to those who are competent; there are also openings on farms and ranches for man and wife with farm experience, the man to take charge or work on the farm, and the woman to do housekeeping or cooking. It is stated also that there is plenty of work for competent hands in the building trade. According to the Government census, there were 2,303,617 dollars worth of manufactured articles produced in Calgary in 1906, or 1,360,091 dollars worth more than the amount produced in any other city in Alberta or Saskatchewan. Calgary is a general divisional point on the Canadian Pacific Railway, and the lines for Edmonton and Macleod start therefrom, and the company's pay-roll exceeds a million dollars annually. The climate is said to comprise as many beautiful, bright, cloudless days as any locality can possibly have, and still produce abundant crops. Sports are not forgotten in this busy part of Western Canada, and cricket holds a place with baseball, hockey, polo, &c. I was told of several Old Cliftonians who had settled here and rendered good accounts of themselves on the cricket pitches. Our stay in Calgary on the outward journey was limited to a few hours, and during the period we were entertained by representatives of the Board of Trade and others. We had the privilege of also meeting in Calgary the Hon. Frank Oliver, Minister of the Interior, at whose invitation we had visited Canada.

A HUGE IRRIGATION PROJECT.

It is in the neighbourhood of Calgary that the Canadian Pacific Railway Company has embarked upon a great irrigation project, designed to cover an area of 3,000,000 acres and involving an expenditure of about 6,000,000 dollars. The area included in the scheme is situated east of Calgary, along the main line of the company's railway. It has an average length east and west of about 150 miles, and an average width north and south of 40 miles. Within the block the company took all the land except some areas which had been granted as homesteads prior to 1903. The block is an open prairie plateau, with a general elevation near its western boundary of 3,400 feet above sea level, and it slopes rapidly to the east until an elevation of 2,300 feet is reached. The soil is fertile, and produces good pasture for horses, cattle, and sheep throughout the year. For irrigation purposes in the western district water is diverted from the Bow river, two miles below the city, and carried south and east through a main canal 17 miles in length, 60 feet wide at the bottom, and carrying 10 feet of water. The main canal delivers the water into reservoirs at different sections, and thence it is distributed in secondary canals, with a combined length of 150 feet, taken out and distributed in each irrigation district through distributing ditches, comprising in the western section about 800 miles. A departure has been made from the usual practice in large irrigation undertakings on the continent in that the distributing ditches have been so constructed as to deliver the water at each man's farm, and only leave to him the construction of the small laterals to distribute the water over his irrigated land. The usual practice has been to leave it to farmers to combine for the construction of irrigation ditches. The importance of such a scheme can scarcely be over estimated, and the undertaking speaks volumes for the enterprise of the Canadian Pacific Company.

A BIRTHDAY IN THE ROCKIES.

Soon after leaving Calgary the Canadian Pacific Railway reaches the Rocky Mountains, the snow-capped peaks of which can be seen from the city. We left Calgary soon after 5 o'clock on Saturday morning, and about two hours later we entered upon the first stage of a journey of something like 600 miles through mountainous passes of unsurpassed grandeur. Mr Whympere, one of the foremost mountaineers and explorers, described the vast ranges—the Rockies, the Selkirks, and the Coast—as appalling in their immensity and grandeur, adding that here there are 50 or 60 Switzerlands rolled into one. The conception I had formed of this mountainous region to which I was introduced

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for the first time in no way approached the reality. To the Canadian Pacific belongs the credit for opening up this grand route, and it has reaped the advantage in attracting tourist traffic from almost all parts of the world. After winding in and about the base of the foothills, the railway by a tortuous course enters into the folds of the mighty Rockies. "On every hand," one writer states, "are gigantic, towering peaks, whose summits are often hidden in the clouds. Wonderful indeed is the gorgeous colouring of the vast sea of mountains, the snowy cloud-piercing peaks, the dense green forest slopes, the dazzling purple of the mountain folds, the sombre shades of yawning chasms and the sparkling, crystal waters, the whole making a picture never to be forgotten." There are many delightful resorts in the mountains at which elegantly-appointed hotels have been placed by the Canadian Pacific Railway Company for the accommodation of the tourist traffic. We spent the greater part of the day at Banff, one of the most picturesquely situated of these charming resorts. It happened to be my birthday, and I never spent a birthday in more unique surroundings. My colleagues were good enough to present me with an acceptable souvenir of the occasion, and the gift was accompanied by many expressions of goodwill, which were much appreciated. Banff is at an altitude of 4,521 feet, while some of the mountain peaks in the locality rise to over 9,000 feet. The Cascade Mountain is 9,825 feet in height, while Rundle Peak rises to a height of 9,665 feet. Banff is the station for the National Park, a reservation of between 5,000 and 6,000 square miles, embracing parts of the valleys of the Bow, Spray, and Cascade rivers, Lake Minnewauka, and several noble mountain ranges. Before reaching the station the train passes a large corral of 880 acres, in which are a herd of buffaloes and a collection of lions, bears, and other animals. A drive through the district enabled us to see most of the points of interest, which include the Bow River Falls, the Cave and Basin with natural sulphur springs, and the National Park Museum, erected by the Government, where a fine collection of flora, fauna, and mineralogy of the mountain region may be inspected. The Banff Springs Hotel, belonging to the Canadian Pacific Railway Company, at which we had luncheon, occupies a position on a promontory overlooking the Bow and Spray rivers, and commands grand views of the peaks and stretches of the Rockies in every direction.

CHAT WITH A MINISTER.

The Hon. Frank Oliver, Minister of the Interior, who was paying a visit to the Western district, was at Banff on the day of

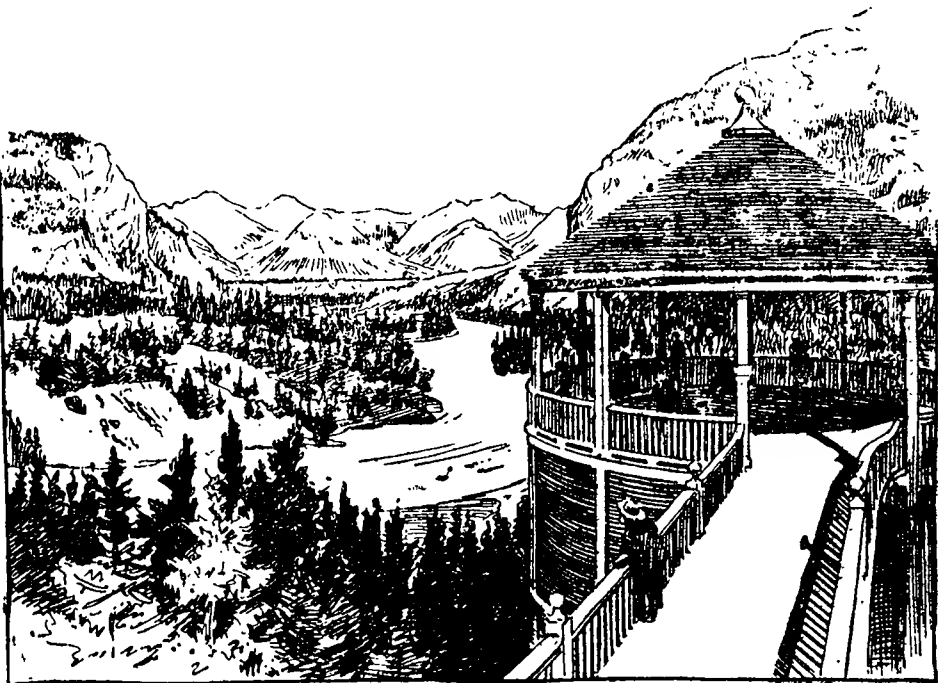
our visit, met us unofficially and accompanied us in one of our drives. In the course of conversation a point was raised as to the financial position in North-West Canada. The Minister admitted that something in the nature of a reaction was setting in owing to the fact that many people had been speculating up to the hilt and mortgaging everything they could get hold of to raise money for these speculations, until the bankers had realised that it was time to pull up. As a consequence, it was thought that there must be a setting back, but the resources of the country were such as to warrant the conviction that everything would come right. Mr Oliver thought there was no need whatever to create a sensation. It was, he said, a purely economic matter, which was receiving due consideration. On the question as to the desirability of people leaving the Eastern for the Western provinces, the Minister stated that the eastern parts of Canada offered conditions of life more nearly resembling those in the old country, and that people from England would be likely to feel more at home there than in the prairie regions of the west. The average Englishman, as contrasted with the average Scotchman and Irishman, would, he thought, feel more settled in the East than in the West, and he mentioned that they could buy farms there quite as cheaply as they could improve farms in Western Canada, and in some cases on even more advantageous terms, in addition to which they had markets at their doors and a fertile country producing everything that man required. There was a time, Mr Oliver stated, when they were glad to get almost anybody to come into Canada. At that period the population was very sparse, and a man who resided probably 20 miles or more from his neighbour missed the social life, he and his family became discontented, and they left for the city. And in that way they were losing, instead of gaining, in population. That condition of things had to be stopped, and as people could not be secured from the old country they had to turn their attention in other directions, and get people from wherever they could, though not, perhaps, satisfied in all cases with the class of population which they were admitting. Now the position of matters was different. They no longer wanted that class of people, but were desirous of getting the Anglo-Saxon stock, and were doing what they could to encourage that result. In order, Mr Oliver said, to put a check upon undesirable material coming into the country, the Government two years ago made much more stringent the immigration laws, and he added that although as yet they were considerably behind the States in the matter of stringency, the journalists would, no doubt,

have seen for themselves that at the arrival ports a strict examination was provided of the persons seeking admission. The question of Chinese and Japanese labour was another point mentioned. In the far West much of this labour is employed, and we noticed that many of the hotels in the district through which we were travelling had their Chinese or Japanese servants. The reason given was that domestic service can only be secured in this way. A head tax of 500 dollars is imposed in the case of the Chinese. There is no such tax upon the Japanese, but a restriction is placed upon the number admitted into Canada each year. It is feared that the regulations have not been rigidly observed, and by not a few persons the introduction of so many Japanese who will become industrial competitors into Western Canada is regarded as a matter of serious moment.

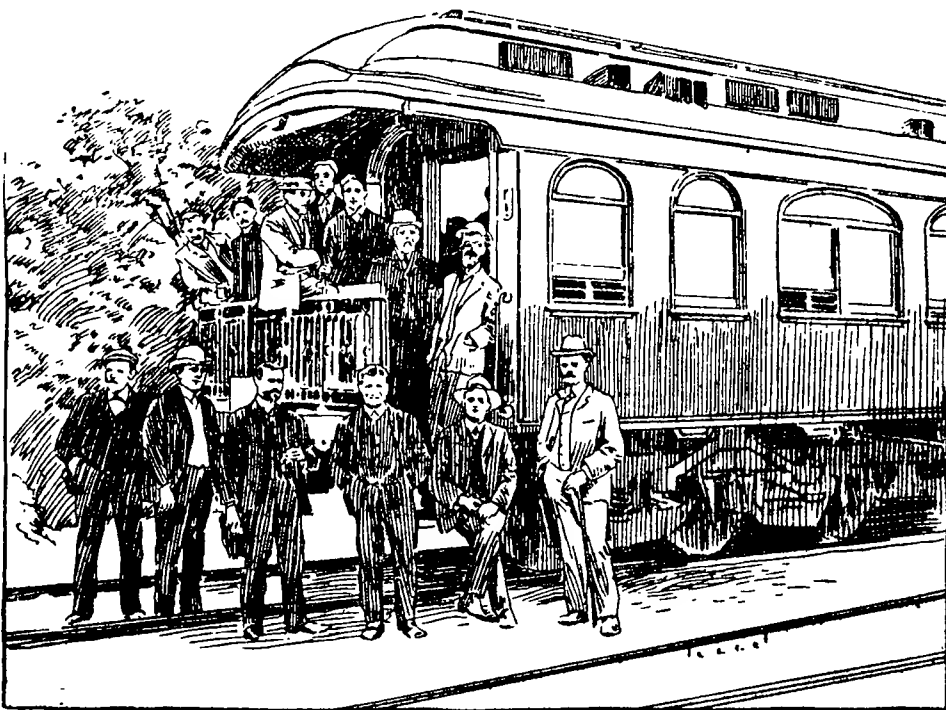
A MEMORABLE JOURNEY.

After leaving Banff we paid a visit to Laggan, and drove to Lake Louise, one of the "lakes in the clouds." This is also the region of high mountains, one of which—Mount Robson—rises to an altitude of 13,000 feet. Our Sunday's itinerary took us from Laggan to Glacier House, a distance of not much over one hundred miles, through some of the wildest mountain scenery, passing Mount Victoria, the Valley of the Tee Peaks, and reaching the summit of the Rockies at Hector. Here is the "Great Divide," a sparkling stream separating, and the waters of one flowing to the Pacific, and those of the other to Hudson's Bay. From this point the line descends rapidly, passing the beautiful Wapta Lake, and crossing just beyond the deep gorge of the Kicking Horse River. The line is cut in the mountain side, and the valley rapidly deepens until the river is 600 or 700 feet below. The scenery at this point is appalling in its rugged grandeur. The distance between Hector and Field is only eight miles, but nearly an hour is allowed for the journey. The train proceeds very slowly on its tortuous course, and for the sake of security three safety switches are provided, so that should the train get beyond control, it can be turned on to an inclined track and speedily brought to a standstill. Farther on the Yoho Valley is passed, and the Beaverfoot river comes in to join the Kicking Horse River, and the waters rush into the Lower Kicking Horse canyon, which deepens until the mountain sides become vertical, rising perpendicularly several thousands of feet. The annotated railway time-table thus describes this section of the journey: "Down this vast chasm the railway and river go together, the former crossing from side to side to ledges

cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through the projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train, increased a hundred fold by the echoing walls, the passage of this terrible gorge will never be forgotten." At Beaver-mouth the railway crosses the Columbia to the base of the Selkirk mountains, and a little further on the Rockies and the Selkirks crowded together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. After passing Bear Creek a fine view of the Selkirk range opens to the view, and at frequent intervals along the track substantial snow sheds have been erected to protect it from avalanches. Emerging from one of these snowsheds, a sharp curve brings the train in front of the Illecillewaet Glacier, which is reached by a thirty minutes' walk from the Glacier House Station. Adjoining the glacier is Mount Sir Donald, rising to a height of a mile and a quarter above the railway, and named after Sir Donald Smith (Lord Strathcona), one of the chief promoters of the Canadian Pacific Railway. Some of our party walked to the Glacier, and were caught in a severe storm while away on the hills. We dined at Glacier House, another of the C.P.R. hotels, and left at one o'clock on Monday morning for a 400 miles run to Vancouver. Among the places of note en route are Revelstoke, the gateway to the great West Kootenay mining camps; the Eagle Pass; the great ranching districts of the Thompson river valley; Kamloops, famous as a health resort; Spatsum, the point of departure for the Cariboo and Omineca goldfields in the northern interior of British Columbia; the Black Canyon, where the Thompson river cuts its way through a winding gorge of almost terrifying gloom; the Thompson Canyon, with more scenery of the wildest description, Lytton, where the canyon widens to admit the Fraser, the chief river of the province; Hell Gate, where the railway is cut into the cliffs 200 feet or more above the river, and jutting spurs of rock are pierced by tunnels in quick succession; Agassiz, where is situated one of the Government experimental farms; and Mission Junction, from which a branch line crosses the Fraser, and connection is made with the Northern Pacific for Oregon and California points. Extensive saw mills are seen at frequent intervals, and gold, silver, and copper mines are operated in these regions. We had been joined at Banff by Mr J. E. Proctor, travelling agent for the C.P.R. at Calgary, who journeyed with us to the coast, and who united with Mr Kennedy in looking after our comfort and entertainment. The trip through the mountain ranges



BANFF: A CHARMING RESORT IN THE ROCKIES.



BRITISH JOURNALISTS ON TOUR.

CANADA AS I SAW IT.

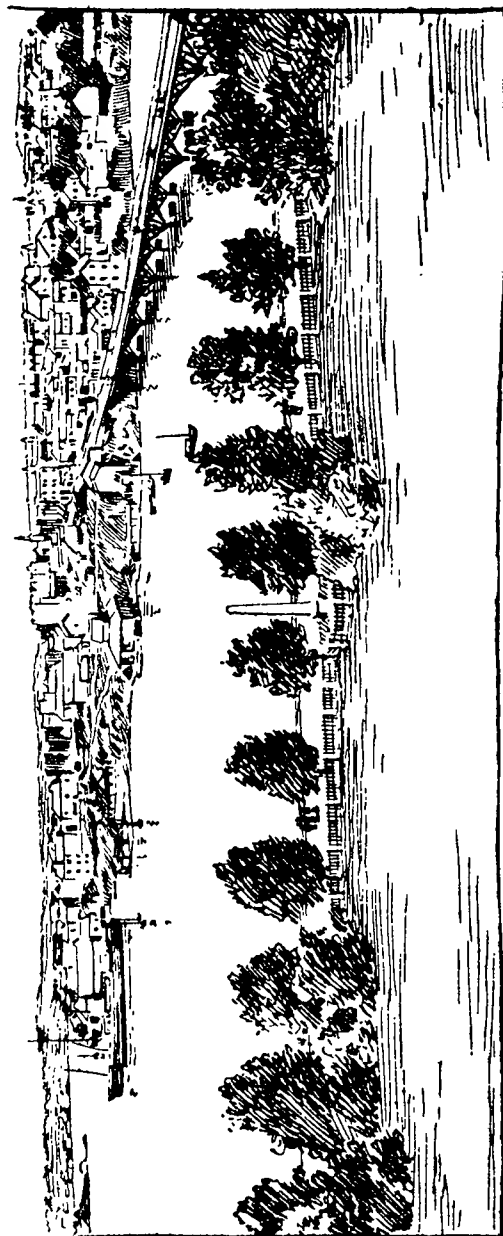
is one long to be remembered, and the construction of this section of the C.P.R. route ranks as a superb engineering feat.

"THE LAST WEST."

CALGARY, August 15th.

In Canadian phraseology, we have struck the "Last West," and are now homeward bound, but have still some 3,000 miles of railway travel before sailing for the Old Country. Vancouver was reached on Monday evening, August 12th, but it had been arranged that we should proceed the same night to Victoria, and halt at Vancouver City on the return journey. Many writers have grown enthusiastic over Victoria, which has been described as the "Empress City of the Golden West," "The Evergreen City of Canada," and "The finest residential city in America." It certainly struck us as being the most English city we had seen since we left the British coast, and the description applied to it as "a bit of England on the shores of the Pacific" appeared to be a very apt one. It has a population of over 30,000, and occupies an ideal position at the extreme southern end of Vancouver Island, about 70 miles from the mainland of British Columbia. It is the first port entered by steamships from Australia, China, and the Orient, and forms the Pacific gateway to the great Dominion of Canada. Its position therefore is one of great importance, apart from its numerous attractions as a residential district and a tourist resort. Victoria is the capital of British Columbia, one of the richest of the provinces of the Dominion. To many it may seem strange that the Legislative Assembly of the province should be held on an island 70 miles from the mainland, but Victoria owes its premier position to the fact that it is the oldest port in Western Canada, and was an important city before Vancouver—now the largest city in the province—came into existence. The Canadian Pacific Railway Company provide a fine service of steamers between the mainland and the island and are erecting a magnificent hotel, in a good situation, near the Parliament building. The latter, which meets the eye of the visitor as he enters the harbour, is a handsome and imposing structure, and in addition to the accommodation provided for the various legislative departments, there is a provincial museum, containing a most interesting collection of British Columbia fossils, Indian curios, and specimens of natural history. It is claimed that Victoria has the largest stores west of Winnipeg, and the stocks carried are largely of English-made goods brought around the Horn in the steamers plying between Liverpool, China, and Japan, and the North Pacific Coast. Copper and

gold mining is carried on in several parts of the island. There are several mining camps on the west coast, and important smelting works have been erected for handling the ores. The lumber industry flourishes on the island, and is likely to do so because of its almost illimitable resources; dairying can be as profitably carried on here as in any part of Canada, and the district is extremely favourable for fruit culture, as shown by the fact that exhibits from the island have attracted attention at all the principal exhibitions. In short, it is claimed for Victoria that she is the centre of the best fruit growing, dairy farming, and poultry raising country in Western Canada, and that there are good openings for people with capital to develop existing industries and open up new ones. Our stay in the island was, unfortunately, limited to about six hours, but the excellent arrangements made by the Tourists' Association enabled us to make good use of the time. We were met by Mayor Morley, and Mr Herbert Cuthbert, Dr. E. S. Rowe, Mr John Arbutnot, and Mr J. Nelson representing the Tourist Association. Motor-cars were placed at our disposal, and we spent about three hours in a tour of inspection. The Parliament building was of course visited, and here we had the privilege of a brief interview with the Premier of British Columbia—the Hon. R. McBride—who gave us a very cordial welcome, but expressed great disappointment when he found that our opportunities for examining into the resources of the island and the province were so restricted. He specially alluded to the growth of the mining and lumber industries and the establishment of smelting works, and regretted that our trip eastward was not being taken via Crow's Nest Road, which would have enabled us to see the St. Eugene Mine at Moyle and the Granby Mines and smelter, which had come into great prominence. In taking leave of us the Premier wished us a pleasant journey, expressed the hope that some day we might visit the island again, and gave directions that copies of the reports of the mining and other industries of the island and province should be sent to us. We afterwards visited Mr R. M. Palmer's fruit farm at Rockside, where a striking illustration was afforded of the success with which fruit culture can be conducted in Victoria. The season had been a dry one, but the yield had been prolific, and many of the apple and pear trees were overlaid with fine fruit, and the cherry crop appeared to have been remarkably successful. The land apparently required very little expenditure in manuring, and we were informed that a plot of 25 acres had been so worked that it had yielded a net profit of £500 per annum, or £20 per acre. The berry pickers employed on the farm were paid



VICTORIA, BRITISH COLUMBIA

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at the rate of a cent. and a half per pound, and were able to earn 35 cents. per hour. The extent of the cherry crop in this mixed fruit farm of 25 acres may be inferred from the statement that three-quarters of a ton were gathered in one day. Mr Palmer is an Englishman, who settled at first in Manitoba, and afterwards left for the Far West. He is a well-known and successful fruit exhibitor, and an authority on all matters relating to that thriving industry. The building trade in Victoria is said to be busy nearly all the year round; good agricultural labourers can command 25 to 30 dollars per month and their keep. During my brief visit to Victoria I had the pleasure of meeting several Bristolians. One of them was Mr Robert W. Clark—a descendant of the Mr Clark who was associated with the well-known firm of Spear Bros. and Clark—who has been settled in Victoria for 16 years, and is carrying on there the business of an estate agent. In Mr Clark's opinion there is no better place for an Englishman than Vancouver Island, which much resembles our own country so far as climatic conditions are concerned. He added that there is need of more contractors, and that carpenters and painters can earn good wages if they can only be induced to go so far west, but the difficulty has been to secure white labour; hence the introduction of a large proportion of Asiatics. I also met Mr W. H. Kidner, who was formerly connected with the staff of the 'Bristol Mercury,' and is now engaged in the Government Printing Works at Victoria; Mr Alfred Harvey, son of the Assistant General Manager of the Bristol Docks; and Mr C. H. Smith, who recently left the old city to join a brother in business in the British Columbian capital. Mr W. Marchant, another Bristolian, is Inspector of Customs at Victoria, but he was absent on a holiday tour. The impression left as the result of the visit was that Victoria and the province of which it is the capital have great possibilities, and, provided no untoward circumstances intervene, the next ten years will witness rapid developments in even more branches of industry than are at present flourishing in this part of Western Canada.

VANCOUVER CITY.

We returned to the city of Vancouver on Tuesday evening, and established ourselves at the Vancouver Hotel, another of the magnificent hostelries provided by the Canadian Pacific Railway Company. There is, perhaps, no city in the Dominion that has displayed more rapid growth than Vancouver. It occupies a peninsula, almost completely surrounded by inlets of the sea, and the scenery is of the most charming description.

There is a fine harbour to accommodate its extensive shipping, and the port has been designated as the Liverpool of the Pacific. Passing through its broad thoroughfares and glancing at the long range of substantial business buildings and its attractive and growing residential districts, it is indeed difficult to realise that so recently as 1885 its site was covered by dense forests, amid which stood the hamlet of Granville. Incorporation took place in 1886, and on June 13th in that year the town was destroyed by fire, four wooden buildings only remaining. On the same day the first trans-continental train left Montreal for the then terminus, Port Moody, and a year later the first passenger train reached Vancouver. Seven years ago the population of the new city was 27,000; to-day it is over 70,000, having doubled in five years. In point of population it stands seventh in the Dominion, and as about 10,000 are being added every year, it is plain that Vancouver, besides being the greatest city in British Columbia, will advance to a still more prominent position among the cities of the Dominion within a very few years. The district is noted for its mineral and timber wealth, its great fisheries, and there are large stretches of fruit and agricultural lands in the fertile valleys that abound in this, as in other sections of British Columbia. The lumber industry is perhaps the more important, and Vancouver turns out more lumber for foreign and local trade than any point on the Pacific Coast. Other industries include a well-equipped sugar refinery, salmon canneries, engineering works, sash and door and box factories, foundries, shipbuilding yards, cooperages, brick-making plants, quarries, &c. The building permits issued in 1906 exceed 4,000,000 dollars in value. A large percentage of the industrial population own their own homes, this result being encouraged by the easy terms of purchase which are offered. The Board of Trade report for 1906 records a most prosperous year in lumbering, mining, fishing, and fruit growing. With regard to the harbour and shipping, it is recorded that the volume of trans-Pacific trade is increasing with leaps and bounds, and now that Canadian flour has been successfully introduced into Japan, where wheat bread is becoming a staple article of diet, the transport of food stuffs from the plains of Alberta, through Vancouver, is likely to call for a large addition to the present fleet of steamers, while the quick mail services established to the Orient and the improvement in the Australian-New Zealand services, as well as the inauguration of a direct Mexican service, are bringing additional traffic this way and adding much to the activity on the wharves. The regular

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lines include the Canadian Pacific Royal Mail steamship Line to Japan, employing three of the Empress steamers, besides auxiliaries, and there was a report current that the C.P.R. company are considering the desirability of strengthening the Oriental service by transferring the fine Empress steamers now running between Liverpool and Montreal, and putting on new and even faster boats on the trans-Atlantic service. I was unable to test the accuracy of this report, and give it for what it is worth. As already stated, the lumber industry is the more important, and we were fortunate in being able to pay a visit to the extensive works of the Canadian Pacific Lumber Mills, Ltd. Mr Gibson, the manager, showed us over the mills and the perfection of the plant used for converting the trees brought in from the forest into the various kinds of building material that can be produced from wood, proved a revelation. The output of the mills is about 135,000 feet per day, in addition to about 275,000 shingles, which are generally used for the facing and roofing of buildings in Western Canada. The baulks of lumber are hauled up from the river by machinery, shifted on to running platforms from which the saws are fed, and as the planks are sawn off with remarkable rapidity, they are carried away by rollers to the finishing departments, in which the subsequent stages of the work are performed with equal speed. One of the machines in operation was fitted with sufficient saws to divide a tree into twenty sections in one operation. The visitors were shown a block of timber said to have been the largest ever brought to the mill. It was originally a 90 feet log, and as finished it measured 70 feet in length, the through dimensions being 34 inches and 54 inches respectively. This fine "stick" as it was called, came from the Fraser River district, and its timber is intended for building work in California. It was noticed that a considerable percentage of Asiatic labour was employed in the mill. In reply to inquiries as to the earnings of the employes, I was informed that they varied from 3½ to 7½ dollars per day, according to the different grades of work. The visitors were shown some fine examples of grained timber for house decoration. We afterwards drove through Stanley Park, 1,000 acres in extent, and inspected the big trees there, and a tour of some of the chief industrial and residential districts was followed by luncheon at the Vancouver Club. Among those present were President McMillan and Secretary Skene, of the Board of Trade, Dr. Munro, Alderman Heaps, Mr L. D. Taylor, and other members of the local committee formed for the reception and entertainment of the journalists.

After luncheon a special car conveyed the visitors to Westminster, another busy manufacturing centre, whose industries have just been added to by the establishment of glass works. New Westminster, as it is called, is one of the oldest cities in the province, and it was at one time the seat of the Government, until Victoria became the capital. I heard of several Bristolians who are settled in the Vancouver district, and saw Mr A. E. Bailey, who was formerly in business in Gloucester Road, and left for Western Canada last year. Mr Bailey was well-known in cricket circles, and also as one of the active workers in connection with the Horfield and Bishopston flower show, and his numerous Bristol friends will be glad to hear that he is doing well. We took leave of our kind hosts at Vancouver at five o'clock, and proceeded eastward for Calgary, en route for Edmonton and other points on the Canadian Northern Railway. It was with regret that we had to return without a visit to the Okenagen Valley, the fame of which as a fruit-growing district has become widespread.

ASIATICS IN BRITISH COLUMBIA.

During our visits to Vancouver and Victoria one feature which was brought prominently before our attention was the employment of Asiatic labour. This extends to nearly the whole of the industries, and to the hotels, and a large proportion of the private residences. The explanation given is that white labour is not available, and that the introduction of Chinese, Japanese, and, in some cases, Hindu labour, has become essential to the development of the resources of the district. Notwithstanding the 500 dollars head tax, there is a steady influx of Chinese into British Columbia, and it is alleged that the restrictions imposed upon the introduction of Japanese have not been observed. It is stated that there are 7,000 Japanese in Vancouver, and about an equal number of Chinese; and that in Victoria the proportion of Asiatics to whites is about the same. The cry has been raised that the introduction of the Asiatics will mean a diminution in the number of whites already there, as the latter cannot compete with the foreigners in cheapness of labour. This is, perhaps, an extreme view of the situation, but it was given expression to at a public meeting held in Vancouver a few nights ago. The labour unions are taking part in the agitation against Asiatics, and an impetus appears to have been given to the movement by the parade of 7,000 Japanese in Vancouver on the occasion of Prince Fushimi's visit. This demonstration revealed the extent to which Asiatic labour is employed in the district. It is only fair to say that public opinion is not

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all on one side, and that there are many British Columbians who do not share in these views. It is of interest to mention that at the Vancouver meeting referred to a resolution was passed urging upon the Governments of British Columbia and the Dominion of Canada the necessity of immediately prohibiting the immigration of Asiatics to Canada. The reasons enumerated in the resolution include the following:—"British Columbia is the western gateway of the Dominion. If it is ever attacked on that coast its defenders must be its own people. If the masses are an alien race with foreign sympathies, it needs no argument to show how easily a foreign nation could obtain a foothold here, and, once obtained, how difficult to dislodge. We cannot conceive that the nations affected by an Act of exclusion could object to the measures, as, if they were threatened by similar conditions, they would speedily adopt similar measures against us. *The question to-day is of easy solution.* In time, when these men are not only labourers, but merchants and manufacturers, with large material interests in the country, their ingress can only be prevented at the expense of the peaceful relations now existing between this country and Japan."

BACK IN ALBERTA.

EDMONTON, August 17th.

Returning from the West, we made another halt at Calgary, and an opportunity was afforded us of seeing something of the great irrigation project of the Canadian Pacific Railway Company, and also of visiting one of the famous stock farms in Southern Alberta. It may be of interest to state here that the area of the province of Alberta consists of 700 miles from north to south, with an average width of 280 miles. Though less than 7 per cent. of Canada's area, it is double the size of Great Britain, and larger than Germany. Twelve years ago it had a population of from 20,000 to 30,000, but to-day the population numbers at least 250,000. In 1906 the wheat-sown area was 223,930 acres, and oats and barley were grown on 597,000 acres. That area has been added to very considerably as the result of subsequent settlements, and the prairie ground is being largely broken up in many districts, and in all the places visited there were evidences of rapid development. The principal cities in the province are Edmonton, with a population of about 15,000; Calgary, about 20,000; and Strathcona, 5,000. Calgary, which is situate on the main line of the Canadian Pacific Railway, is the busiest commercial centre of the province, and has made the most rapid progress. Five years ago its population was only 6,000, and it is safe to

predict that five years hence it will be a city with a population of at least 50,000 souls. In 1901 the value of its manufactured products was 400,000 dollars, while last year the amount was 2,300,000 dollars. The following statement as to wages paid in the district is from the last published report of the Board of Trade, and the Assistant Secretary, Mr Webster, informed me that the same scale still obtains:—Stone cutters and masons, 60 cents per hour; bricklayers, 62½; carpenters, 41; painters, 40; plumbers, 42½; electricians, 35 to 40; printers, 40; labourers, 30 to 37½; experienced clerks, 60 to 100 dollars per month. Most of the trades work an eight hours' day, and the report states that there is plenty of work for competent tradesmen. It is only fair to state that bread and some other articles of food, and coal, are dearer than in the old country, and rent also is more costly; but if a man is fortunate enough to get well settled in work, and is *steady and industrious, he is said to be able to save at least a quarter of his earnings, and he usually takes the earliest opportunity of securing a plot of land and erecting a home.* From one quarter we heard that there had been a lack of employment in the building trade, and that men connected with that particular industry had been drafted to other cities. The assertion was also made that owing to the cost of living and rent, a working man earning 30s to 35s a week in England was as well off as the man who was obtaining three times that amount in Calgary. Inquiries in other directions elicited replies which were at variance with this assertion, and the evidences of growth which presented themselves during a drive through the city were inconsistent with the story of want of employment in the building trade unless arising from a shortage of building materials.

A SUCCESSFUL STOCK FARM.

A drive of about seven miles took us to the Balbriggan stock farm, owned by Mr J. A. Turner, a well-known breeder and importer of Clydesdale horses, Shorthorn cattle, and Shropshire sheep. Mr Turner's experience furnishes a remarkable illustration of how a shrewd man with grit and energy can succeed in Canada. A Scotchman by birth, he went to Canada 21 years ago, and his capital on arrival was limited to 60 dollars. He worked on a farm until he had saved sufficient money to provide a homestead, improved his holding, sold out at a profit, and commenced stock raising. To-day he has a farm of 1,000 acres, valued at 50 dollars an acre, owns a magnificent collection of horseflesh, and over 50 head of pure-bred cattle of the very best strains. Mr Turner visits the old country every fall to purchase the best class of

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animals, and he relates that in one instance he purchased a mare for 200 dollars, raised 3,500 dollars' worth of stock from her, and sold her at the original purchase price. He has won championship prizes with his horses at all the leading shows in Western Canada, and one of the rooms in his neat and comfortable farmhouse is full of trophies secured at different exhibitions. Water is obtained from artesian wells. Toronto windmills provide the motive power for machinery, and Mr Turner manufactures his own gas. For the most part the stock is raised in the open, but well-arranged buildings are attached to the farm in which the pedigree animals can be housed during severe weather. Mr Turner's advice to people going to Canada from the old country is that if they only have limited capital, they should not be in too much hurry to invest it, but be content to work for wages until they can obtain what he called a secure foothold. The man who comes to Canada must realise that he has to work, and, said Mr Turner, it is good for him that he should be thrown upon his own resources, because it will be sure to bring out all that is best in him. Mr Turner added that a man who has had experience on a farm in the old country can usually command 200 to 240 dollars a year, with his board, provided he is energetic and shows a disposition to make himself generally useful.

I have quoted from the Board of Trade report figures relating to wages in different trades, and from the same source the following information with regard to stock, grain, and land values are taken:—"Teams from 2,000 to 2,400 lbs. are worth about \$300; from 2,500 to 2,800, worth about \$350 to \$400; from 3,000 to 3,400, worth about \$600. Saddle horses and drivers, well broken, range from \$100 to \$250 each; \$200 to \$250 is quite a common price for a real good driver. The buyers are paying from 4 to 4½ cents per lb. for beef, and grade cows are worth from \$25 to \$40 each. Grade sheep are worth from \$5 to \$9 each. Pure-bred cattle (male) are worth about \$75 to \$150 each, females from \$45 to \$75 each. Wheat, 50 to 70 cents; oats, 20 to 50 cents, barley, 35 to 40 cents per bushel. Farm land is worth from \$15 to \$40 an acre, according to location and improvements."

CHAT WITH AN IRRIGATION EXPERT.

In a previous contribution I referred briefly to the important irrigation project of the C.P.R. Company, and while at Calgary I was introduced to Mr Dennis, who has made irrigation a life-long study, and is superintendent of the company's irrigation department. The scheme, the largest ever undertaken by any one company, embraces an area

of 3,000,000 acres, and will involve an expenditure of 6,000,000 dollars. Of the total area 1,600,000 acres is irrigable land. The land is being sold at from 18 to 25 dollars per acre, with an additional 50 cents per acre per annum for water. The law in Canada differs from that in the United States, in that the purchaser obtains the same title to the water as to the land, and the project differs from others, in that the company undertakes not only the building of the main and secondary canals, but also the distributing ditches which convey the water to each farm. Usually the custom has been to require the purchaser to provide the distributing ditches, and as that system has given rise to disputes and litigation, the company decided to proceed on new lines, and carry the water to the boundary of every man's block. The work is divided into three sections, with about 1,000,000 acres of land and 1,000 miles of waterway in each, so that when the project is completed there will be 3,000 miles of waterway to be maintained. The vastness of the undertaking may be inferred from the statement that about 250,000,000 cubic yards of material will be excavated. The block extends 150 miles along the C.P.R. track with an average width north and south of 40 miles. The hope is that as the result of these irrigation works the area will be speedily colonised with 25,000 farmers, and it is estimated that the irrigated land will yield three times the produce obtained from dry farming, while it is specially suitable for mixed farming. Mr Dennis said the company realised that this land has to be put into competition with the non-irrigated land and the free grants of land, but it is hoped to convince people that it is to their advantage to go on irrigated land instead of buying a dry farm at a less price, and for that purpose it is proposed to start an experimental farm with the view of producing object lessons. Up to the present 2,000,000 dollars have been expended on the scheme, and the expenditure is going on at the rate of 700,000 dollars per annum. Labourers employed on the works earn from 8s to 10s per day during the seven or eight months of the year when operations are in progress, and in the winter months there is an outlet for that class of labour in the lumber and mining industries. Mr Dennis expressed his surprise that more of the tenant farmer class of Great Britain are not taking advantage of the facilities offered them in Western Canada. We were indebted to Mr J. R. Wheeler, the advertising agent of the C.P.R. Irrigation Colonisation Company, for the arrangements which enabled us to see so much of Calgary and its district, and to Mr Webster, the assistant secretary

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of the Board of Trade, for the information which he placed at our disposal.

RED DEER AND WETASKIWIN.

From Calgary we proceeded to Edmonton, calling en route at Red Deer and Wetaskiwin, two prolific grain-growing areas. Red Deer is situated on the south bank of the beautiful river bearing that name, and mixed farming in all its branches appears to be carried on with much success. Fine barley makes from 40 to 50 bushels to the acre, 54lbs. to the bushel; the yield of oats is from 50 to 75 bushels to the acre, and in some instances the last-named figure has been exceeded, while the Alberta red wheat has gone from 30 to 55 bushels of 62lbs. to the acre. The demand for homesteads has been very brisk, but eastward of the city there is still a large tract of unoccupied country. At Wetaskiwin the lumber industry is prosecuted in addition to farming. The population is about 3,000, and the presence at the railway station of six large grain elevators with a capacity of 250,000, which are sometimes closed through being full, proves how rapidly the land is being subdued to cultivation. Land around the town varies in price from 7 to 10 dollars for wild and 12 to 25 for improved lands. The acreage under cultivation in 1905 was about 45,000 acres, but it has been enormously increased since. The average yield for fall wheat is 35 bushels, and spring 30 bushels; barley 35 and oats 60 bushels. About 4,000 head of cattle are exported annually, many of which go straight to Montreal for shipment to England. Good markets are obtained for the dairy produce. There are business openings for industries, including flour mills, sash and door factories, brickyards, boots and shoes, and small wares. Agricultural labourers employed by the year are paid about 20 dollars a month with keep, and 2 to 2½ dollars a day can be earned by men engaged during the harvest season, when there is always a shortage of labour.

EDMONTON AND STRATHCONA.

Edmonton, the Albertan capital, is charmingly situated on the northern bank of the North Saskatchewan River, and Strathcona, the sister city, occupies a corresponding position on the south bank, and both have shown rapid expansion. The population of Edmonton has increased from 1,000 to 15,000 in 12 years, and Strathcona from 300 to 5,000, and in each case the major portion of the growth has been within the past five years, and between 2,000 and 3,000 are at present living under canvas pending the erection of buildings. Edmonton is an important railway, commercial, agricultural, and educa-

tional centre, and is the seat of the provincial Legislature. I had the privilege of an introduction to the Hon. A. P. Rutherford, the Premier of the province, who informed me that the province of Alberta was created as recently as September 1st, 1905, that new parliamentary buildings are about to be erected on a commanding site near the Hudson Bay Fort at a cost of about 1,500,000 dollars, and that at Strathcona a site of 250 acres has been secured for a provincial University, which will be started as a teaching body, and the arts department of which will, it is hoped, be in operation next year. In 1906 no fewer than 144 new school districts were organised in the province, and they are still being organised at the rate of 18 per month. The large majority of settlers in recent years have hailed from Great Britain. Edmonton owns its own waterworks, electric light, telephone and tramway systems, and its assessed valuation is over 17,000,000 dollars. Alberta College has 420 students, and there are eight good public schools. New industries are springing up rapidly. There are 11 coal mines in operation, and four grain elevators, with a capacity of 300,000 tons, are well taxed to provide accommodation for the output from the grain-growing areas. Among the needs of the district are brickyards, flour mills, furniture and carriage factories, tanneries, soap factories, butter factories, and up-to-date market gardens, and there are said to be openings for various kinds of labour — including book-keepers, tailors, blacksmiths, house painters, harness makers, bakers, coopers, farm helpers, dressmakers, carpenters, masons, plasterers, and girls for domestic work. The soil along the North Saskatchewan Valley is similar to that of the Red River district, through which we had been passing, where the finest wheat in the world is grown. It had been arranged that we should visit the Clover Bar and Agricola grain growing districts, but at the time of our visit rain had converted the road into beds of deep mud, and that part of the programme had to be abandoned. Another noted district is what is known as the Reserve, which was formerly Indian, but the Government sold it about eight years ago, and to-day it is peopled with farmers, who are wealthy, but many of whom came here not many years ago with scarcely a dollar. During recent years experiments have been made in beet growing, and tests have proved the existence of from 13 to 17½ per cent. of sugar. The mining resources of the locality are said to be unlimited, and with regard to the lumber industry, about 15,000,000 feet of lumber are cut annually in Edmonton and Strathcona. Gold dredging appliances, costing 100,000 dollars, have just

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been put into operation on the Strathcona side. With regard to the surrounding country, it is essentially a mixed farming area. Good horses and cattle are raised, and the soil yields an abundance of oats, varying from 50 to 120 bushels an acre in exceptional cases. We were entertained at dinner at Edmonton by the Board of Trade, of which Mr W. Short is president and Mr A. G. Harrison secretary, and Premier Rutherford and Mayor Mills were included in the party. Subsequently we were the guests of the Edmonton Club.

ON THE CANADIAN NORTHERN.

WINNIPEG, August 21st.

At Edmonton our Pullman was transferred from the Canadian Pacific to the Canadian Northern Railway, and on Sunday morning, August 18th, we started on a journey of about 1,300 miles through a fertile district of Canada which is being rapidly developed since it has been given transportation facilities by the Great Northern. During this section of the journey we were accompanied by Mr C. W. Speers, representing the Dominion Government, who has an intimate acquaintance with the district, in the colonisation of which he has taken a very important part; and Mr Arthur Hawkes, representing the Canadian Northern Railway Company, who united with Mr Speers in affording us every facility for prosecuting our mission. Besides supplying information on every point, they made arrangements by which we were enabled to have frequent opportunities of conversing with settlers, and gaining information as to the resources of the district, its rapid development, and its prospects of the future. Our course lay through the Saskatchewan valley belt, which has been called the "Garden of the Empire." Not only is it noted for the fertility of its soil, but it possesses many natural facilities for the establishment of great centres of population, and these have been enormously added to as the result of the railway extensions carried out in recent years by the Canadian Northern Company. It was not long ago that settlers in the Saskatchewan Valley district had to penetrate it by following the old trails for many a weary mile, but now the conditions are more favourable, for the C.N.R. has 2,000 miles of its steel reaching out across the richest lands of the rich provinces of Manitoba, Saskatchewan, and Alberta, helping forward the settlements and earning the gratitude of existing settlers, for whom it has opened up fresh markets, and to whom it has given the advantage of being able to obtain the necessities for working their holdings much more expeditiously and on easier terms. For a considerable time after

leaving Edmonton the line runs parallel to the Saskatchewan River at distances varying from 10 to 30 miles. The country is well settled with successful farmers representing different nationalities, and the soil is of excellent quality. Further to the east Lloyd Minster is reached, a place made noteworthy by the fact that it was the destination of the 2,000 English settlers who went out in April, 1903, under the direction of the Rev. J. M. Barr. These people were able to proceed by train as far as Saskatoon, where they had to adopt slower and more tedious methods of locomotion for the 200 or more miles to Lloyd Minster. The country shows evidences of considerable development through the industry of these people, many of whom have already been permanently established in such a manner that their future is fully assured, while others are to be found in some of the adjacent townships. The soil in this part of the country is a heavy black loam, with a clay subsoil, while northerly the clay has a chocolate appearance, the result of the mingling of the clay sub-soil with the black soil, producing a very high class of land for wheat growing. Continuing easterly we come to Battleford, at the junction point of the Battle and Saskatchewan rivers, a place which is destined to be a distributing point for many thousands of people. The country in a north-westerly direction contains a vast area capable of holding a population of 250,000, and it is practically unsettled. The railway track traverses the celebrated Jack Fish region, the Turtle Lake, and Turtle River countries, the Fort Pitt district, and on to Athabaska Landing. This country is park-like in its appearance, well wooded, with many clear open spots of prairie land. Many desirable British colonies could be settled between Battleford and Athabaska Landing. Indeed, most of the large tract of country in this part of Western Canada served by the C.N.R., can be specially recommended, for there are hundreds upon hundreds of acres which can easily be brought into cultivation, and the land is so rich that it will produce crop after crop without manuring. A railway charter to connect the two points named, and open up a very desirable field for colonisation has been applied for, while north-east of Battleford a line of railway to Prince Albert, a distance of 100 miles, has been projected. North of this projected line much good land is available, and many progressive settlements can apparently be established with every prospect of prosperity. Again, taking Battleford as a point of operation, the country in a south-easterly direction between Tramping Lake and Souding Lake, and on to the Red Deer River is specially adapted for growing wheat, and the yield in the areas under cultivation has been prolific.

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Land is of high quality, undulating, or rolling, and from the fact that there is no superfluous timber, it can be quickly and cheaply brought into cultivation in large areas. This section of the country is better adapted for the production of cereals than for mixed farming. An immense territory lies to the north from Candle Lake to Red Deer Lake, and Montreal Lake, which is practically unpeopled. This is rougher in its nature, a large proportion of it is covered with timber, although there are many districts capable of colonisation. It is capable of accommodating 300,000 to 400,000 people, while an area north of the Saskatchewan River, covering over 1,000 miles, is practically unpeopled, and will readily hold a population of over half a million people, who could be permanently established there with a fair prospect. Attention is also being directed to the colonisation of a section of the country called the Moose Mountain district. Surrounding this wooded mountain is a considerable tract of undulating prairie, practically unsettled, and capable of holding 200,000 people, said to be an ideal spot for the establishment of two or more progressive English colonies. From the above it will be gathered that there are vast areas of unoccupied land in Western Canada that can in many districts be subdued by application and industry, with good prospects of successful working. In such matters delays are often dangerous, for there exists a large class of land speculators, anxious to make capital. I was told of a case in which a German had formed a syndicate, and besides running stores of various kinds in more than one township had acquired something like 80,000 acres of land, which was being peopled by Germans from the States. The officials of the Canadian Government Immigration Department are always ready to give reliable information to intending settlers.

There are many points in the district traversed that are interesting from an historic point of view as having been noted scenes connected with the rebellion of 1885. For example, at Duck Lake we were within ten miles of the point where the battle of Fish Creek was fought, and it was at a point about seven miles from Duck Lake where the notorious Indian, Almighty Voice, was shot down, after having killed a number of soldiers and police.

CROPS AND WAGES.

It was, of course, absolutely impossible to call at all the points along the route that might have been visited with profitable and instructive results, but we struck several, and in not a few cases, settlers boarded our car and brought with them samples of the products of their respective farms. The first stoppage was at Vegreville, 75 miles east of

Edmonton, which in the short space of 18 months has grown to a township with 1,000 inhabitants. The settlers include a number of Russians, and this section of the population was represented in the deputation which attended at the station, where an address of welcome was presented by representatives of the Board of Trade. I was informed that there is room here for good farm hands at 20 to 25 dollars a month, and board, that the soil is excellent, and particularly adapted to wheat raising, that there is much land in the district available for settlers at comparatively low prices, and that further afield valuable homesteads are available. The wheat yield of the district is from 25 to 40 bushels per acre, and oats run to 75, and in some cases 100 bushels. Lloyd Minister, the next halting place, has made rapid growth. Prior to the advent of the Barr colonists there were but a few rough habitations. To-day there are 1,200 inhabitants, two-thirds of whom are English. The town is built on the border line of the provinces of Alberta and Saskatchewan, and it is regarded as the centre of one of the best wheat-growing areas, and of good mixed farming and ranching lands. Mayor Hall and several of the settlers extended a cordial welcome, some of them accompanied us on the next stage of our journey, and told us of cases in which men had come to Lloyd Minister with scanty means, are now settlers in comfortable homesteads, and have increased their holdings, and are possessed of some thing substantial in the shape of stock and plant. The fact was made clear, however, that much hard work has to be accomplished before these results are obtained, and that there is no place for chicken hearts. There are several patches of wheat in the district of 75 and 100 acres. One of the party (Mr Hutchinson) who came out about the same time as the Barr colonists, told me that he had only a few dollars left after taking up his homestead and buying his team of oxen, wagon, and plough, but to-day he values his holding at 5,000 dollars, in addition to which he has his stock and machinery, and owns a share in a threshing plant, which brings him in a fair income. This is one instance, and others could be quoted, but all told the same story of many months of strenuous work before the period of successful operations. The Canadian Government appoints inspectors, whose duty it is to check the growth of noxious weeds. Mr Hutchinson has been appointed to one of these positions, and he had recently completed a tour covering over 1,000 miles to look alike at the crops and homesteads. He told me that the cultivated areas are yielding excellent crops, and that in the ranching districts fine cattle are being raised without the aid of grain or cake. As to the prices paid

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for labour in the Lloyd Minster district, I was informed that 25 to 30 dollars a month and board can be secured by farm hands, and that mechanics are paid from three to four dollars per day. I met at Lloyd Minster Mr Lyle, who was a member of the North Somerset Yeomanry, and served with the regiment in the South African War.

BATTLEFORD AND ITS PROGRESS.

We next visited Battleford, formerly capital of the North-Western territory, and in the region of which there are excellent grain-raising areas and ranching farms. Generations ago the Hudson Bay Company located a post here on the north bank of the Saskatchewan, and its boats plied on the great river in connection with the fur trade with the Indians, but the history of Battleford proper begins with the early seventies. Subsequently, owing to railway conditions, it lost the capital of the province to Regina, and when the Canadian Northern came this way it ran three miles north of the city on the north side of the Saskatchewan, where the thriving town of North Battleford is located. However, a new spur of the C.P.R. has brought the old town into railway communication, and with other railway schemes projected or in process, Old Battleford hopes to maintain a position as the centre of the greatest farming district in West Canada. Last year one of the farmers raised 42 bushels of No. 1 hard wheat to the acre, and a crop of oats on another farm produced 125 bushels to the acre. I was told that the Battleford district has never known a crop failure. It is worthy of note that the first paper in the North-West territory was published at Battleford, viz., the 'Saskatchewan Herald,' which was founded in 1878, and maintained its publication throughout the rebellion period. Settlers have been coming to this district in great numbers during the past few years. In 1902 the number of homesteads entries was 168, in 1906 the total number had risen to 7,873. Yet the district is so large that there is much land yet available. Among those to whom I was introduced at Battleford was Mr F. J. Dixon, a brother of Mr W. H. Dixon, who is a member of the engineering staff of the Bristol Electricity Works. A most hospitable entertainment was provided for our party by Mayor Prince, supported by several of the residents of Old Battleford, and Mr Gregory, who is the Mayor of the newer Battleford across the river, joined in the reception. More than usual time was spent in speech-making, and some of the speakers drifted into the question of colonial preference. On this point there was a divergence of opinion between the Canadian speakers, and some of those belonging to our party, but in advocacy of the establishment

of an "All Red Line" of steamers, Canadians and Englishmen were agreed. With regard to North Battleford, as recently as May, 1905, there was but one building on the town site, but at present there is a population of 1,400, and the town is being laid out on the right lines. Buildings of a substantial character are being erected in broad thoroughfares, and there is a brisk demand for the raw materials of building construction. One of the traders in the town informed me that he followed the Barr colonists, and took up a homestead, which exhausted all his capital. He had a hard experience at first, but with the assistance of a Canadian friend, he was enabled to open a general store, and he is now doing well. He is a man of enterprise, and has erected a building adjacent to his store, which is used as a concert room or opera house. North Battleford is a railway centre, and it expects soon to take a foremost place among the cities of the North-West, because of the facilities afforded for distribution. While there I was introduced to Mr Estridge, a Wiltshire man, from the Warminster district, who, with his wife and a family of ten, settled in the North Battleford district three years ago, and between them are now working about 800 acres of land. Mr Estridge's experience has led him to form the opinion that the district is an excellent one for young men from the Old Country to grow up in, because, in order to succeed, they must follow steady and industrious habits, and the wives and daughters must be prepared to undertake house-work, because of the great scarcity of domestic servants.

AT SASKATOON, PRINCE ALBERT, AND ROSTHERN.

One of the prettiest and best laid out of the cities visited was Saskatoon, whose rise into prominence has been almost phenomenal. It is a city of about four years' growth, but it has a population of 6,000 or 7,000 souls, and several important industries are being established. The Massey Harris Company is about to make it one of its distributing centres, attracted no doubt by the fact that the city will shortly be in touch with three trunk lines of railway. It was the advent of the Barr colonists in 1903 that did much to spread the name of Saskatoon abroad, for Saskatoon, as already mentioned, was the end of the railway journey, and the arrival of these 2,000 English settlers attracted attention far and wide to the vast area of unclaimed land to which Saskatoon was at that time the gateway. The buildings now in course of construction in the city are modern in every respect, and the district of which Saskatoon is the centre had the reputation of being one of the richest wheat areas in the

world. Wheat runs from 25 to 45 bushels to the acre, and in some cases higher averages have been recorded. From what we saw of Saskatoon and its smart business people, it is safe to predict that the city has a great future. A longer visit would have been acceptable, but Mayor Wilson and his colleagues provided a number of vehicles, and we were enabled to make the best use of the limited time at our disposal. During one part of our journey we had in our car one of the Dominion senators (Mr Davis) and three provincial members of Parliament. Mr T. C. Norris, who is member for the Lansdowne Division of Manitoba, and a practical agriculturist, had travelled with us to the West, and in the neighbourhood of Prince Albert we were favoured with the company of Mr Langley, member for Redberry, and Mr Ens, another member of the Saskatchewan Parliament. Prince Albert is described as the gateway to the West, via Hudson Bay, and it is noted for its rich agricultural lands, inexhaustible supply of lumber, its wealth of lakes and rivers, its fur trade with the Far North, its commanding position as a railway centre, its river navigation (on the Saskatchewan), and its position near Port Churchill, which is regarded in some quarters as the future seaport of the West. The Mayor (Mr R. S. Cook), Senator Davis, Judge McGuire, and the representatives of the Board of Trade bade us welcome to the town, and we paid a visit to the works of the Prince Albert Lumber Mills, Limited, one of the busiest lives of industry that it had been our lot to inspect. The mills belonging to this company are kept in operation 20 hours out of the 24, and the output is about 65,000,000 feet per annum. A large boarding establishment is provided for the young men, and there are neat cottages for the married people, and the scale of payment runs from two and a half to six and seven dollars per day, according to grades. Three large flour mills are located in the city, and there are many other important industries. The population is about 10,000, and with the development of the Western Provinces it is thought that Port Arthur will become one of the most important cities in the chain of great lakes stretching from the St. Lawrence River to the centre of the American Continent. A halt was also made at Rosthern, which was settled early in the nineties by a small party of Russian Mennonites, who were poor, but met with success, and are to-day wealthy. Since 1898 there has been a steady stream of settlers of various nationalities, and almost a dozen different languages are spoken. It is purely an agricultural district, and in addition to wheat culture, fruit growing is carried on with success. A million bushels of wheat were sent out from Rosthern last year.

Capital and labour are needed for the development of the locality.

OTHER RISING CENTRES.

"Journalists at the plough" may seem strange reading, but that experience was ours in the course of the Canadian northern itinerary. We had a wait of two or three hours at one of the stations, and our hosts suggested a ploughing match as a method of occupying the time. A team of horses and a plough were requisitioned, we divested ourselves of some of our garments, and, in turn, devoted ourselves industriously, and in as business-like manner as we could, to the process of breaking up a tract of prairie land in the locality. Our operations excited the curiosity of the settlers, but we flattered ourselves when we had accomplished our task, that we had not brought discredit upon the Old Country. Warman Station is named after "Cy" Warman, the American poet and author, whom we had met earlier in our journey, and Vonda, our next halting place, is the name of one of his daughters. Mr Grant, member of the Provincial Parliament, was among those who met us at Vonda, and we received an address from the Board of Trade representative. A staging erected at the station contained some remarkable samples of grain, roots, and vegetables, and particulars furnished showed that though Vonda has only been settled a few years, half a million bushels of wheat were sent out last year, and it is believed this year the yield will be 750,000 bushels, which at 60lbs to the bushel would furnish a pound of bread stuff for every man, woman, and child in Great Britain. Humbolt is another place that is showing signs of development. The population at present is only 500, but it is rapidly increasing, and last year 270,000 bushels of wheat were produced, the yield being 32 bushels to the acre. A large creamery has been established here by Mr Anderson, a Dane, who stated that the great trouble a few years ago was want of water, but this has been got over. In order to induce Mr Anderson to start his industry, the Government gave him the land, and ten years' freedom from taxation. The industry gives employment to a considerable number, and for the eight months of this year Mr Anderson expects to produce 40,000lbs. of butter, as against 32,000 last year. He stated that the C.N.R. had rendered him every assistance in the development of the industry by affording cheap rates of transportation and opening up markets throughout the district. That the settlers in the district are doing well is shown by the deposits in the local banks in one year amounting to 73,000 dollars. We reached Winnipeg this afternoon, and leave to-morrow for Port Arthur.

CANADA AS I SAW IT.

AN EMIGRANT'S EXPERIENCES.

OTTAWA, August 25th.

Since we landed on the Canadian shore we have covered a far greater distance than originally arranged, and by the time we return to England we shall have traversed a distance of about 15,000 miles. Our railway record so far has been about 7,700 miles, and we have yet to do the Maritime Provinces.

Before we left Winnipeg, on Wednesday, an opportunity was afforded by the Immigration Superintendent (Mr Obed Smith) of having a chat with settlers, and the following example of how a man who went out to Canada with no knowledge of agricultural pursuits has achieved considerable success in farming, is, I think, worthy of note. The man's name is James Patten, of Benito, Manitoba, and he stated that he was a native of Hackney Fields, London, and worked as an ordinary labourer at any job that came in his way. He decided to emigrate to Canada in 1900, and on arrival at Winnipeg was informed by the Immigration Department that the Swan River district was open for settlement. He accordingly went there, and selected a section on the usual conditions, paying his 10 dollars for the land and making the nominal payment of 25 cents for a wood-cutting permit. He had 75 dollars when he arrived at Swan River, and the amount was reduced to 40 dollars by payment of the 10 dollars for the land, 12 dollars for wood cutting, 8 dollars for delivery of the wood to build his home, and 5 dollars for other materials. He hired a man with a team to break up his first five acres of land, paying him 25 dollars, and sought employment himself in railway construction, at which he worked for three months at 25 dollars a month and board. His wife also obtained employment occasionally, and probably earned 40 dollars during the first year, at the end of which he had his homestead, with five acres of land broken. The money he had earned while working on the railway, on a farm, and at a saw-mill he spent on improvements on his farm, but made it a rule not to get into debt. His first crop of oats was damaged by hail, and was only serviceable for fodder. Five acres more land were broken in the second year, and the ten acres were put into cultivation—four acres with oats and the remainder with wheat. For eleven weeks of the year he obtained employment at 35 dollars a month and board. His crops were fairly successful, and he sold 180 bushels of wheat at 58 cents per bushel, and about 40 dollars worth of oats. He did not increase the area of cultivation in the third year, but put the ten acres to wheat and oats in equal proportions, and he was for-

tunate in being able to dispose of his wheat, 230 bushels, at 60 cents per bushel. With this and the money earned by himself and wife, he paid a man for tilling the ten acres of land, bought a team of oxen for 175 dollars, a secondhand plough for 15 dollars, and in the fourth year he broke up 10 acres more land, and obtained his patent. He added that he had since steadily developed the farm, and this year has 100 acres under crop, and expects that his yield of wheat will be 35 bushels to the acre. Of the 100 acres, 71 are sown to wheat, 20 to oats, 5 to barley, and 4 to grass. A small section of the farm has been devoted to vegetables, and Mr Patten submitted samples of these as well as of the cereal crop for our inspection. He has been enabled to purchase a seed drill, a self-binder, three horses, wagon, sleigh, a windmill, and a buggy, and has seven head of cattle. He values his stock and plant at 1,500 dollars, and has been offered 5,000 dollars for his farm, which has been improved in value by the fact that the railway has been brought within a mile and half. When he started he was 25 miles from the track. Mr Patten considers the Swan River district an excellent one, and states that there are good homesteads available further west.

At Winnipeg we had to part company with Mr T. C. Norris, who represents the Landowne Division in the Manitoban Parliament, who had accompanied us from Brandon to the Pacific coast and back. Mr Norris is a practical agriculturist, and besides being a genial companion, he had given us much useful information on various topics in the course of the itinerary.

CHAT WITH A TRAFFIC MANAGER.

From Winnipeg to Port Arthur, a distance of 439 miles, we were accompanied by Mr George Shaw, the traffic manager of the Canadian Northern Railway, who furnished particulars as to the wheat-growing capabilities of certain districts, and also as to transportation facilities. He informed us that it is warmer in Alberta at 56 parallel than in St. Paul at 45, a fact due largely to the influence of the Japan current, but for which a great part of the North-West area, and also Norway and Sweden, would not be habitable. The climate in Southern Alberta is, he added, milder than in the State of Ohio, and is to-day producing as fine winter wheat as is grown in the State of Ohio. Wheat is being grown not only in the districts having access to lines of railway, but some good crops are being raised in the Peace Valley district, in the neighbourhood of Port Vermillion. In the northern latitudes there is not only brilliant sunshine, but daylight continues longer than

CANADA AS I SAW IT.

in the southern latitudes, and it is stated that Northern Alberta has four hours more daylight than Toronto. In latitude 54 there is practically no darkness during the month of June. Though experiments in raising winter wheat in Alberta have only attracted attention during the last six or seven years, it has transpired that some of the ranchers there have been growing it for twenty years, but did not announce the fact for fear that their range would be broken up by incoming farmers. Some years ago the Canadian Pacific Company obtained samples of Turkey Red, and imported them into the Edmonton district, and the growing of winter wheat in Alberta has proved a success. Three years ago Mr Shaw introduced the same class of wheat into the Swan River Valley, with results which have been considered equal to those obtained in Manitoba, Saskatchewan, and Alberta. An advantage in growing winter wheat is that it matures a fortnight earlier than spring wheat, and there is a better chance of gathering the crop before the frosts set in. It is intended to start experimental farms in Alberta and North Saskatchewan, with the object of assisting farmers in obtaining the seed best adapted to their respective lands. Two years ago the C.P.R. and the C.N.R., in conjunction with the Government at Ottawa, sent out specialists, supplied by the Department of Agriculture, and lectures were given en route on the most approved methods of agriculture. The Manitoban Government took similar action in regard to dairy farming, and it is quite expected that these educational methods will be continued. Reference was made in a previous contribution to a new line, which is being constructed from Etanami to Port Churchill in the Hudson Bay. This is the project of the Canadian Northern, and about 100 miles of the track will soon be ready. It is thought that this will be the first step towards the opening up of a new route from the great wheat-growing areas to Great Britain and Continental ports. Mr Shaw informed us that Hudson Bay is open for navigation very nearly all the year round, but the Straits are at present navigable for four and a-half months only, as compared with seven months in the case of the St. Lawrence. The suggestion is that in order to secure freedom from interruption in the Hudson Bay route a railway shall be constructed from the eastern shore of the bay, which is 600 miles wide, to the east coast. It is considered more than probable that there is sufficient power available to work such a railway by electricity. The carrying out of such a scheme would, it is claimed, provide more rapid transportation from Central and Western Canada to Liverpool and other British ports, and it is thought that a means may be de-

vised of opening up the Peace Valley district from Port Churchill when the latter has received the benefit of railway communication.

THE BEAUTIES OF RAINY RIVER.

On Thursday, August 22nd, we found ourselves at Rainy River, another important centre for the lumber industry. A city is rapidly being built upon the banks of the beautiful river dividing Ontario from the State of Minnesota, and the country on either side of the river is so attractive in its character that it is more than probable that ten years hence the banks for some miles will be thickly dotted with residences. Already there is a population of 2,000 at Rainy River. Electric launches took us for a trip of about fifteen miles up the river, and we had an opportunity of seeing how the lumber is collected from the forest and floated to the mills. Our attention was directed to certain landmarks, in the shape of lopped trees, which we were informed marked the Dawson trail in connection with Lord Wolseley's expedition in 1879. A visit to the works of the Rainy River Lumber Mills, Limited, proved of interest. About 350 hands are employed, and the mechanical equipment is so complete that the output amounts to about 440,000 feet in 20 hours. There is an abundance of lumber in the locality, and as areas are cleared they appear to be readily converted to agricultural uses. In the evening we were entertained at dinner by some of the leading residents, headed by Mayor Reith, who presided, and the usual complimentary toasts were proposed. The visit to Rainy River—which would be more appropriately named as the Queen of Rivers—proved an enjoyable one, and thanks were tendered by those who spoke for the visitors to all who had contributed to that result. Recognition was made of the kind co-operation of the railway companies in connection with the journalistic tour, and Mr Shaw, who spoke for the Canadian Northern Company, mentioned that the system at present embraced 2,700 miles of track, and that works in progress entitled it to rank, if not second, at least third, of the trans-Continental routes in the Dominion. I met at Rainy River Mr J. H. Wilson, a brother to Mr Wilson, who is connected with the engineering staff of the Bristol Corporation Electricity Department.

THE ADVANCE OF PORT ARTHUR.

From Rainy River we proceeded to Port Arthur, pausing en route to look at the famous Kakabeka Falls, where the river plunges over a precipice 212 feet in height.

Having visited so many places where grain and lumber formed the chief industries, it

was a change to be at Port Arthur, which possesses a fine harbour at the head of Lake Superior, and where in addition to facilities for dealing with corn and timber in very large quantities, the most up-to-date appliances have been laid down for the handling of coal and the treatment of the immense iron ore deposits discovered in that region. Port Arthur is the lake terminus of the C.N.R., and it is also served by the C.P.R., and lines of steamers up to about 2,500 tons are enabled to navigate the great lake to the St. Lawrence, scores of boats calling every month during the time navigation is open to unload their cargoes for the district and the North-West, and to reload for eastern and southern ports. The population of Port Arthur is about 14,000, an increase of 7,000 having taken place within three years, and it is stated that in the same period over six million dollars have been invested in industries. The Canadian Northern Railway Company's grain elevator at Port Arthur is said to be the largest in the world. It has a capacity of 7,000,000 bushels, and 4,300,000 bushels were in store at the time of our visit. Here the wheat is cleansed and graded, as well as stored, prior to shipment. There is another elevator—the King Cleaning Elevator—for the special treatment of damaged and unmarketable grain. The Canadian Northern Coal and Ore Dock Company, in which the Pittsburg Coal Company is interested, has built the most modern coal-handling plant in Canada, if not in the world. It has a capacity for 200,000 tons, and handles 400 tons per hour. One of the newest industries is the Atikokan Iron Company, the formation of which was due mainly to the enterprise of Mr Mackenzie and Mr D. D. Mann, president and vice-president respectively of the Canadian Northern Railway. This has only recently been opened, and the plant is one of the most modern in America, having every known labour-saving device for the economic handling of the ore and pig iron by electrically operated machinery. The capacity of the furnace is about 200 tons per day. Port Arthur is the headquarters for the lumbering operations of the Thunder Bay district, cutting annually 50,000,000 feet, and over 2,000,000 railway ties. It is also the centre of the fishing industry on the Canadian side. There are iron, gold, silver, and copper mines in the district, and one of the speakers at the luncheon given to the visitors stated that God never made a country so rich in minerals, and that no man could name all the metals to be found in the district. The city owns and operates all its public utilities, and claims to be the pioneer in municipal ownership. It may be stated that very few cities were visited in

the course of our tour in which the electric lighting, water supply, and tramways were not controlled by the municipal authority. A natural terminal port, and in the direct pathway of commerce between the eastern and western seaboard, Port Arthur is destined to have a great future, and the people who reside in the city appear to be fully alive to its importance, and are making preparations for the developments which are assured. We were the guests during our visit of Mayor Clavet and the officers and members of the Board of Trade, and at the luncheon references were made by several local speakers to the great possibilities of the district, and to the openings which it presented for the investment of British capital on most advantageous terms. Mr King, one of the speakers, rather complained that Great Britain had preferred other countries in the matter of capital investment, and stated that the money sunk in Egypt and the Argentine Republic would have been more profitably used and produced greater results had it been employed in the development of Canadian industries. The hope was expressed that the visit of the British journalists would have the effect of bringing more prominently before the British people the vast resources of the Dominion, and of convincing them that in addition to extensive areas available for British labour, there are in Canada safe channels for the investment of British capital. Mr Speers, on behalf of the Dominion Government, thanked the Mayor and members of the Board of Trade, and the railway companies for the hospitality extended to the visitors, and mentioned that in a period of eleven years he had been instrumental in colonising Western Canada with 900,000 people. Mr McConkey voiced the thanks of the journalists for the cordiality of the reception accorded to them.

At Port Arthur we rejoined the C.P.R. system, and Mr W. T. Robson, one of the company's advertising agents, travelled with us and showed us every attention. Before leaving the C.N.R., our chairman (Mr B. McConkey) despatched a telegram to Mr Mackenzie, the president of the company, recording our appreciation of the courtesy extended to us, and the opportunities of judging as to the resources and beauties of the Saskatchewan Valley and other districts covered by the system, and our acknowledgments of the personal attention and unvarying courtesy of Mr Arthur Hawkes, the company's representative.

A similar telegram was subsequently despatched to Sir T. Shaughnessy, the President of the C.P.R., expressing appreciation of the courteous attention received from that company and its officials.

CANADA AS I SAW IT.

A visit to Fort William, about two miles distant, was not included in our itinerary. This is another thriving part on Lake Superior, with a population of about 13,000. The C.P.R. Company have several grain elevators, with a capacity of over 10,000,000 bushels, and the grain handled in 1906 amounted to over 50,000,000 bushels. The number of vessels entered and cleared was 1,712, and the freight handled by the C.P.R. exceeded 2,000,000 tons.

OTTAWA AND MONTREAL.

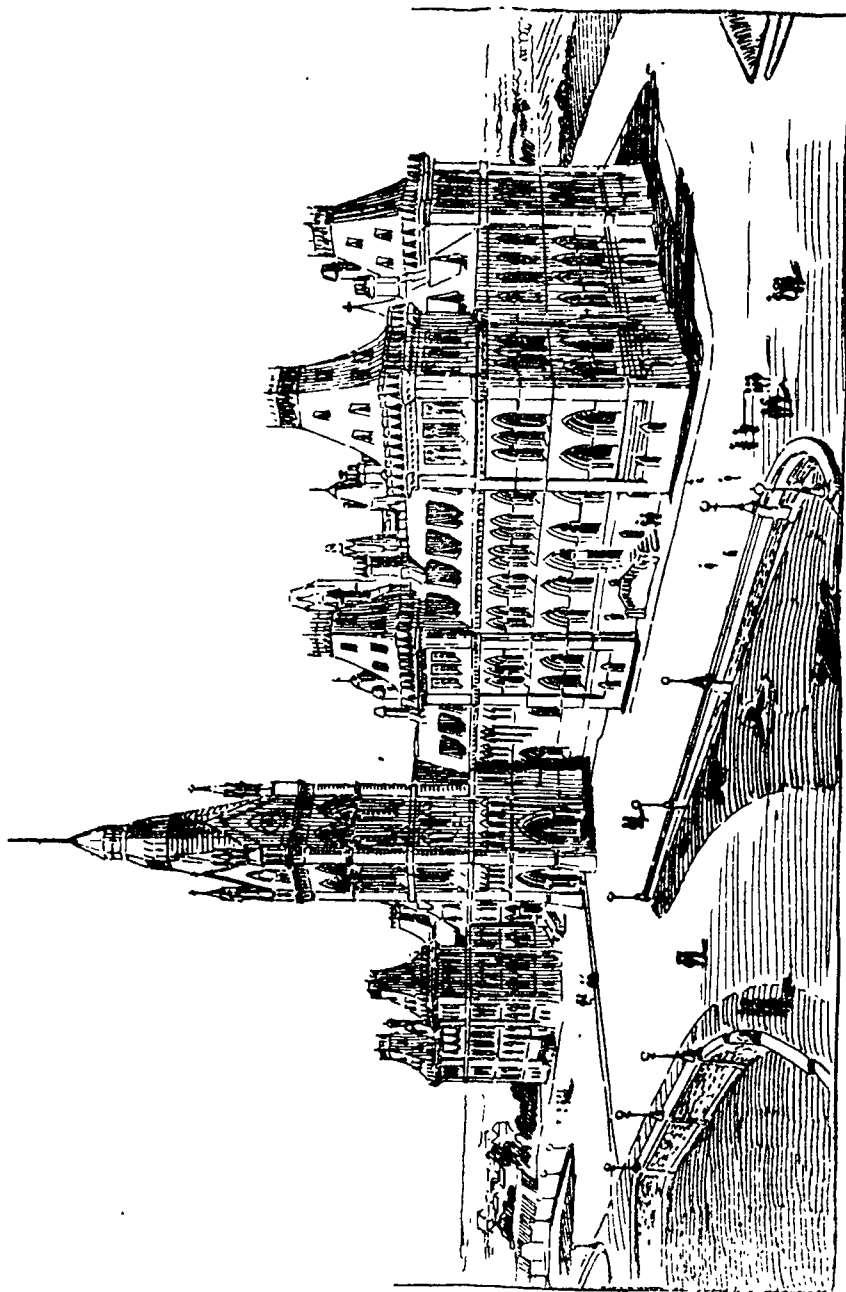
We arrived at Ottawa early on the morning of Sunday, the 25th inst., were entertained at breakfast by the local journalists, shown over the Parliament buildings, and taken for a drive around the city, through Rockville Park and the residential quarters. Ottawa is a picturesque city, and is being rendered more attractive every year. The Improvement Commission has undertaken the construction of a series of driveways where formerly there were crooked and narrow streets, and as a sum of about 60,000 dollars per annum is being devoted to this purpose, it may well be imagined that the process of beautifying is being effectively carried out. A new departmental block is about to be added to the Parliament buildings, and a new building for the Museum is in course of construction. In the afternoon a visit was paid to Aylmer, and a luncheon at the Hotel Victoria was presided over by Sir Frederick Borden, Minister of Militia, who received his knighthood for services in organising a force for the South African War. In proposing the toast of the British Journalists, Sir Frederick spoke of the importance of a good understanding between the people of England and Canada, and said he regarded the visit of the journalists as an excellent means to that end. It was a great pity that the colonisation of Canada with the surplus population from the old country had not received greater attention thirty or forty years ago. Had it done so, there would now have been fifteen or sixteen millions instead of six millions of people in Canada to uphold the British flag, and help to maintain the supremacy of the British Empire. Sir Frederick, in the course of further observations, urged that though it was no use crying over wasted milk, they should endeavour to make up for lost time by inducing people from the old country to come to Canada, instead of going into foreign lands, and so help to bring about that great result so much to be desired—the consolidation of the different parts of the British Empire into one magnificent whole.

We left Ottawa on Sunday evening by the Grand Trunk Railway, and were rejoined at this stage by Mr W. J. White and Mr H. R.

Charlton, Mr L. Fortier, from the Government Immigration Department, also accompanying us. We arrived at Montreal, which is the commercial metropolis of Canada, on Monday morning. The time here was limited, but a visit was paid to Mount Royal, from which a panoramic view of the city and harbour is obtainable. Montreal has a population approaching 400,000, and it is built on the site of the ancient Indian village of Hochelaga, first visited by Jacques Cartier in 1535. It was the last section to pass into the possession of Great Britain in 1760. It is a well laid out city, with imposing public buildings, handsome business blocks, substantial manufacturing establishments, and capacious warehouses and grain elevators. There are some attractive residences, though the residential parts of the city are not so picturesque as those at Ottawa or Toronto. The city is served by three main lines of railway, the Grand Trunk, Canadian Pacific, and Inter-Colonial, and, being at the head of ocean navigation on the St. Lawrence River, it has become Canada's greatest commercial centre. It has a reputation for stability, and is making great progress year by year. Several lines of steamers trade with Montreal during the time that the St. Lawrence is open for navigation, and of late much has been done in the way of deepening and improving the harbour, and to provide facilities for dealing with the ever-increasing trade. I met several Bristolians in the city, including Mr Leonard Just, formerly of the Bristol Grammar School, and a brother of Mr Hartmann W. Just, C.B., recently appointed secretary of the Colonial Conference. I visited a few of the business houses, and made a call at the office of Messrs Cox, Long, and Co., who have an extensive lumber business at Ottawa, as well as Montreal, and who, during the past five years, have been shipping large quantities of Quebec pines to Bristol, chiefly by the C.P.R. steamers. The bulk of the firm's trade is done with London, but a Bristol branch was started some years ago, and I was told that the firm sent the first shipment to the new timber wharf at Portishead.

THE MARITIME PROVINCES.

When our tour was first arranged, the Maritime Provinces were not included, but representations were made to the Minister of the Interior by those specially interested in the welfare of that part of the Dominion, with the result that the programme was re-drafted, and the last three days of our stay in Canada were devoted to a tour in New Brunswick and Nova Scotia. The impression appears to have prevailed that in their



PARLIAMENT BUILDINGS, OTTAWA.

CANADA AS I SAW IT.

desire to colonise the western part of Canada the Government had neglected the Maritime Provinces. The bulk of the visitors from England arrive at Montreal, and the Maritime Provinces being off the highway to the West, many people have come to the conclusion that they need not be taken into account in seeing Canada. But, after all, it has to be remembered that these provinces offer the only outlet for Canadian commerce during the winter months, when the St. Lawrence is closed for navigation, and therefore they play a very essential part in the life and development of the Dominion. The Maritime Provinces are nearly as large as England and Wales, and contain a population of nearly a million, or one-sixth part of the whole of Canada. The sea coast line extends over many hundreds of miles, and a large portion of the population is seafaring. The fisheries are of an annual value of over 12,000,000 dollars. The entire surface of the country was at one time forested, and though immense forests still remain, large tracts have been cleared by the lumbering industry, which reaches an annual value of about 10,000,000 dollars. Agriculture flourishes in many parts of the provinces. The opening of Western Canada, however, and the possibility of making a better living in the fisheries and in the mining and manufacturing industries which are extensively carried on in the provinces, have had the effect of restricting the output of agriculture. Many of the farms, especially in Nova Scotia, have been neglected, and now require better cultivation, and such can be purchased at very reasonable figures, and made to produce a good livelihood. The great development of the other industries named has created a ready market for all kinds of agricultural produce, for the raising of which the climate and soil of the provinces are well suited. The general impression, therefore, is that these provinces offer at the present time good opportunities for farmers with capital, and also for experienced labourers to properly develop the land. There is good scope for mixed farming, which possesses the advantage that the farmer does not place all his eggs in one basket, and is not entirely dependent upon the success of his wheat crop. The province of New Brunswick has an area of 27,987 square miles, and the population at the last census was about 340,000, the English race predominating. Wheat is grown successfully in many districts, but the largest crops are of oats, potatoes, turnips, and buckwheat. Of late years much attention has been directed to dairying, and the cheese factories and creameries yield large quantities of those articles of food for Great Britain and other countries. A Government dairy school has

done much good work in maintaining the high standard of these products. In 1906 the cheese factories yielded 1,320,859 lbs. of cheese, and the creameries 967,203 lbs. of butter, the average prices being 11.07 cents. for the former and 22.50 cents. for the latter. The area sown to wheat was 20,824 acres, with a yield of 406,853 bushels; oats, 194,647 acres, with a yield of 5,595,580 bushels; barley, 4,277 acres, with a yield of 99,355 bushels; buckwheat, 57,558 acres, with a yield of 1,179,998 bushels; 39,613 acres of potatoes produced 5,352,972 bushels, and 5,588 acres of turnips 2,780,932 bushels. The fisheries of New Brunswick gave employment to upwards of 20,000, and the yield exceeded five million dollars. Nova Scotia has an area of over 20,000 square miles and a population of half a million. Dairying is a prominent feature of agricultural life, and the Government maintains two dairy schools, moving about among the farmers giving instruction on the best methods of manufacture. There is an agricultural college at Truro, where young men are trained in all practical and scientific farming work. In grain, oats are most largely grown, but wheat and barley grow almost equally well, while hay and vegetables flourish in a high degree. With lands that will produce two or three tons of hay per acre, 1,000 bushels of turnips per acre, and good crops of oats and other grains, the Nova Scotia farmer can, under the excellent climatic conditions which prevail there, raise stock most successfully at a handsome profit. The fame of Nova Scotia for fruit growing has extended far and wide. The principal fruit section is the Annapolis Valley, about one hundred miles long, in which are produced some of the finest apples in the world. Professor Sears has given it as his opinion that fruit-growing in Nova Scotia is a good investment, and in the opinion of experts there are sufficient apple trees in the province to yield in a very few years a million barrels of fruit. Half a million barrels of Nova Scotia apples go annually to Great Britain. In the fisheries of Nova Scotia 500 vessels and 6,000 boats are employed, and the total annual output is about 7,000,000 dollars. With regard to minerals, the coalfields are very extensive, and the output of the province in 1906 was 5,566,000 tons. The iron ore deposits are equal to those of any other part of the Dominion, and 645,000 tons were produced last year. With coal close at hand, great facilities exist for the manufacture of iron and steel in the province, and this is proved by the rapid development of the iron and steel plant at Sydney, a town and seaport which has grown in a few years from 3,000 to 18,000 population. Nova Scotia also possesses goldfields, and the



MONTREAL, FROM MOUNT ROYAL.

CANADA AS I SAW IT.

output last year was over 15,000 ounces. As in the case of New Brunswick, lumbering is an important industry, and the annual value exceeds five million dollars. Prince Edward Island, the smaller of the maritime provinces, is known as the "garden province." Agriculture is the chief industry, and about 85 per cent. of its area of 2,184 square miles is occupied. The chief field crops are hay, oats, wheat, and potatoes; roots, mixed grains, and barley being next in importance. The breeding of live stock is carefully fostered, and the growth of fruit is being rapidly developed. Our tour in the maritime provinces was made over the Government or Intercolonial Railway, which connects Montreal with the winter ports of Halifax, St. John, and Sidney. The system has a mileage of 1,500, and its operations have done much to develop the provinces. The district is also served by the Canadian Pacific Railway Company, which has opened up a short route to St. John through the State of Maine. The distance covered by our tour was about 1,660 miles, and from what I saw and heard, I left with the impression that the maritime provinces have much to recommend them to intending settlers from the old country. Apart from the openings which the agricultural industry presents to farmers and farm labourers, lumbering, mining, and manufacturing pursuits offer employment at remunerative wages, and the conditions more nearly resemble those at home than do those in the far west.

The representatives of the Intercolonial Company, who accompanied us, were Mr J. B. Lambkin, passenger agent, and Mr W. L. Crighton, advertising agent; and Mr George Ham, of the C.P.R., also formed one of the party.

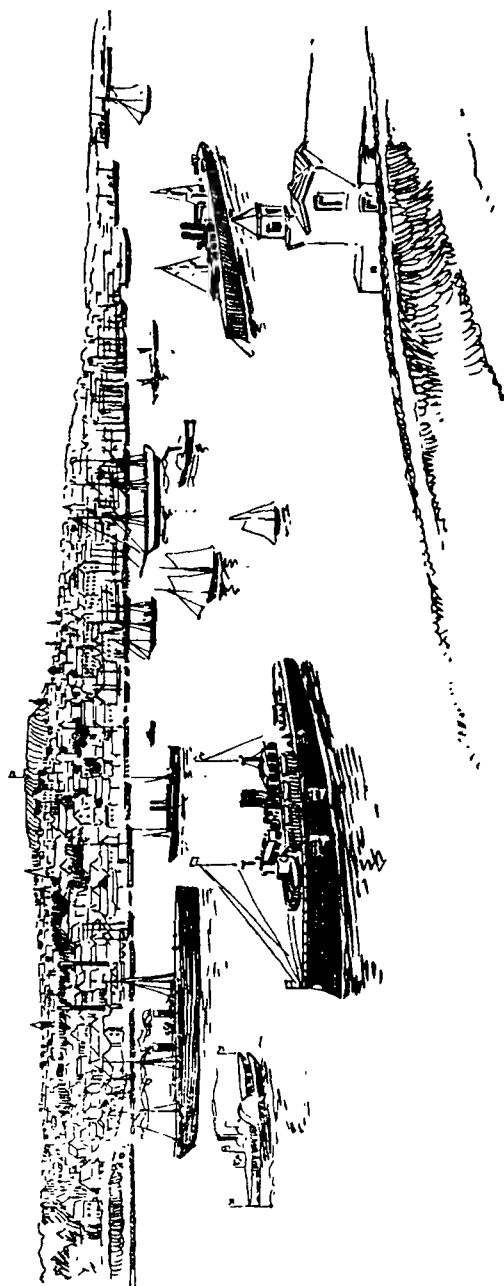
MONCTON AND AMHERST.

The places visited in the Maritime Provinces were Moncton, known as the Railway City, from the fact of its being the headquarters of the Inter-Colonial Railway; Amherst, a most important manufacturing centre, and the cities of Halifax and St. John. There are about 2,000 persons in Moncton directly connected with the Inter-Colonial Railway, and new shops are being erected at a cost of about two million dollars, in which all the locomotives and cars of the company will be constructed. An opportunity was afforded of inspecting the works, thanks to the courtesy of Mr D. Pottinger, the general manager, and Mr E. A. Wallberg, the contractor. Among those who met us at Moncton were the Hon. C. W. Robinson, Premier of New Brunswick, and the Hon. F. J. Sweeney, Surveyor-General of the province. Amherst, situated just inside the Nova Scotia boundary, has a population of

about 9,000, and has doubled within the past five years. Visits were made to the Rob Engineering Works and the Hewson Woollen Mills, both of which undertakings are equipped with the most modern machinery, and work appeared to be carried on under good sanitary and other conditions. At the engineering works, skilled journeymen in the machine department, moulders, and boiler-makers, earn 3 to 4 dollars, and pattern makers $3\frac{1}{2}$ to $4\frac{1}{2}$ dollars per day. Board can be obtained for 4 or 5 dollars per week, and house rent was stated to be from 10 to 15 dollars per month. Mostly female labour is employed at the woollen mills, where the whole process from spinning the yarn to the finished article was demonstrated. The girls earn from 6 to 9 dollars per week. Other industries at Amherst include the Rhodes, Curry, and Co. railway and street-car works, employing 1,200 hands, with an output of 3,225,000 dollars; the Amherst Foundry Co., Amherst Boot Co., Christie Bros. and Co.'s casket and trunk works, rolling mills, and malleable iron works. The place is a veritable hive of industry, and it is destined to attain to still greater prominence in the industrial life of the provinces in the near future. The assessment valuation increased from 1,868,085 dollars in 1847 to 3,187,555 dollars in 1907. Electricity for lighting and power purposes is obtained from a mine about six miles distant, refuse coal being utilised for the purpose, and the power conveyed to the city by wires. We had a most enthusiastic reception at Amherst, and among those who met us were Mr T. P. Lowther (Mayor), Mr H. J. Logan (member of the Provincial Parliament), and Mr C. A. Lusby (President of the Board of Trade). At a dinner at the Terrace Hotel, Mr Logan gave interesting statistics bearing upon the agricultural and mineral resources of the Province, and advocated the establishment of the "All Red Line" (with Halifax as the Canadian terminus), as a valuable means of bringing about a closer connection between the Dominion and the Motherland. We were told of the number of prominent statesmen which the Maritime Provinces had given to the Dominion, and that Sir Charles Tupper was an Amherst man.

HALIFAX.

On Wednesday morning we found ourselves in Halifax, said to be one of the most English cities in America, and until recently garrisoned by Imperial troops, and a naval station for the North Atlantic squadron. It is picturesquely situated on a peninsula, and from the ramparts of the citadel a charming view can be obtained of the city with its handsome buildings, parks, and tastefully laid out gardens, and of its magnificent



HALIFAX, NOVA SCOTIA.

CANADA AS I SAW IT.

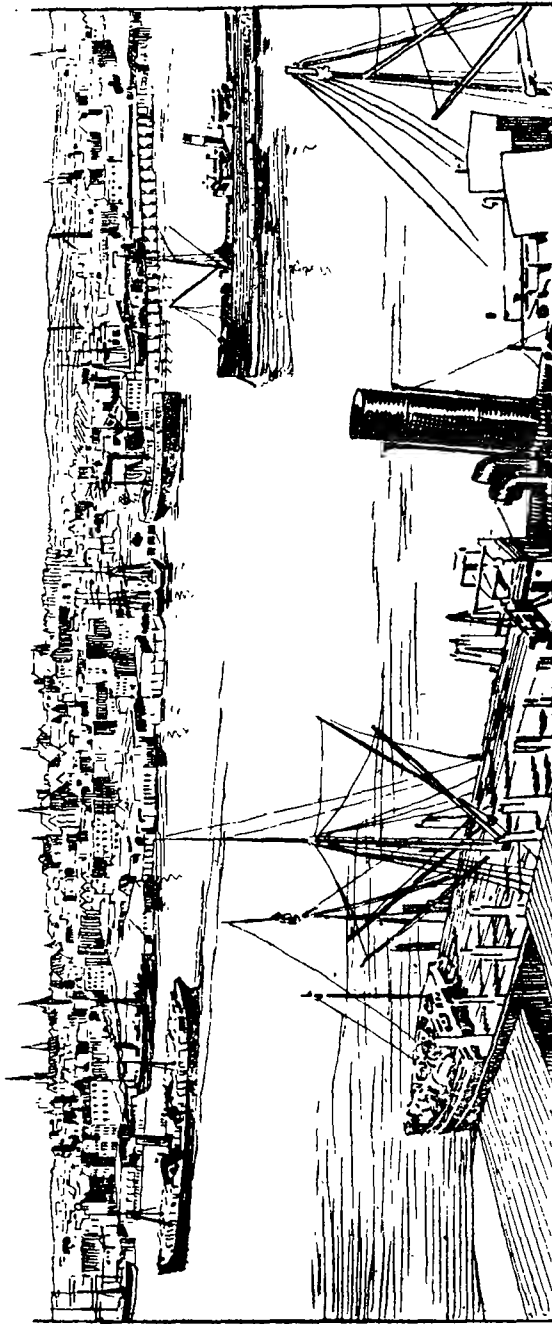
harbour, one of the finest in the world. Sixteen miles long, one to two miles wide, eight to twelve fathoms deep, twenty square miles in extent, including Bedford Basin, it is claimed for it that it could accommodate the whole British Fleet at anchor. Vessels of the largest size can come alongside the wharves at all states of the tide without the process of locking. There is a considerable foreign trade done at the port, but with such exceptional facilities the visitor is justified in looking for greater evidences of shipping enterprise. We are assured that the people of Halifax have ambitions, aspirations, energy, and faith. They believe that the port must become the western terminus of a fast Atlantic steamship service between Great Britain and Canada that will equal the lines to New York, and secure the passenger business and much of the freight now going up the St. Lawrence and to American ports. In matters of this kind it is best not to take anything for granted. Halifax has geographical advantages, the harbour opens directly on the Atlantic, is easy of access at all times, and the tide has a rise and fall of four feet only, so that the mariner need not take tide into account in navigation. The number of vessels visiting Halifax last year was 5,756, representing a tonnage of 1,498,664.

The Parliament building occupies a site in the centre of the city, and in the legislative hall there has been erected by the Royal Society of Canada a brass tablet in honour of John Cabot's discovery in 1497 of the North Eastern seaboard of North America. This afforded the text for a few observations on the claims of Bristol to share in the increased trade between Canada and Great Britain, which may be confidently expected as the colonisation of the Dominion proceeds. In the public gardens there is a handsome monument commemorating the Diamond Jubilee of the late Queen Victoria, and a tree has been planted there in honour of Lieut. Wood, who was the first British officer to fall in the South African war. A more substantial memorial to the Transvaal heroes has been erected in the centre of the city. The industries of Halifax include sugar refineries, tanneries, ironworks, cotton and woollen factories, distillery, breweries, paper mills, and an establishment for the manufacturing of agricultural implements. On our arrival at Halifax we were met by the local journalists, headed by Mr W. Dennis, managing director of the 'Herald,' who knows Bristol well, and has relations and friends resident in the old city. A pleasant drive was followed by an inspection of the Parliament buildings and an interview with the Premier, the Hon. G. H. Murray. Luncheon was partaken of at the Birchdale Hotel, and afterwards there

was a harbour excursion in the Government steamer Lady Laurier, and the programme concluded with a dinner at the Halifax Hotel, presided over by the Mayor, Mr McIlraith, supported by Premier Murray, Mr H. Goudge (President of the Legislative Assembly), Mr W. Roche, M.P., and Mr A. Bell (President of the Board of Trade). In the course of the speech-making, Premier Murray emphasised the fact that Nova Scotia was not a one industry province, but was strong in the variety of its resources, and offered a good means of livelihood to a large number of people. He claimed that as an area it was equal to, if not superior to, any area of like size in the Dominion of Canada.

ST. JOHN, N.B.

The next day was spent in the city of St. John, the chief city, though not the capital, of New Brunswick. This is another of the winter ports of Canada, with a capacious harbour open all the year round, into which vessels can come to discharge and load at all states of the tide, although there is a rise and fall of about 25ft. St. John disputes with Halifax the title of the chief port of the Maritime Provinces, and a healthy rivalry between the two should prove of advantage to the shipping interests. St. John has a population of nearly 50,000 comprised almost entirely of persons of English, Irish, or Scotch birth or descent. Situated at the mouth of the St. John River, which is 450 miles in length, it is an important lumbering centre, and the industries also comprise cotton mills, rolling mills, engine and boiler works, wood-working factories, pulp mills, pork packing houses, &c. It is the chief depôt of the fish trade of the Bay of Fundy, with fish curing and packing houses for home and foreign trade. Both the Intercolonial and the Canadian Pacific Railway Companies have elevators and terminal facilities, and a large quantity of merchandise is exported and imported by the steamers plying to the port, which include during the winter months several of those which use the St. Lawrence in the summer. "To the port of St. John," one writer states, "come in thousands in winter and spring immigrants who are destined for the great west, and merchandise to be distributed throughout Canada. From it go out in the great steamships cargoes of Canadian and United States products to Liverpool, London, Bristol, Manchester, Glasgow, Dublin, Belfast, Continental ports, South Africa, and the West Indies. By virtue of its location and its means of transportation, St. John can gather cheaply for its factories raw materials from all parts of the world, and its greatest growth is destined to be in manufacturing industries, although it will also be one of the



ST. JOHN, N.B.

CANADA AS I SAW IT.

great national ports of Canada, with an ever increasing ocean-borne traffic from the busy wharves, to which other wharves are being added from year to year to accommodate the growing trade. Thus the growth of the west means growth for the east, and its location and advantages place St. John in the forefront of those communities to benefit by this great reflex development. Its great future is assured, not only because it possesses the natural advantages, but because its people are of that sturdy, intelligent, progressive Anglo-Saxon type which has never failed to make opportunity synonymous with achievement."

On our arrival at St. John we were met by a deputation representing the local Press, accompanied by Major Sears, Dr. Daniel, M.P., Mr George Robertson, M.P., and Mr H. B. Schofield, of the Board of Trade. Mr Robertson visited Bristol a few years ago and gave an address before the Chamber of Commerce, on which occasion he was the guest of Mr and Mrs Howell Davies, at Down House. There was a drive through Rockwood Park and over the Suspension Bridge to view the famous reversible falls, and subsequently we were entertained at luncheon at the Union Club, where Senator Ellis officiated as chairman. An excursion up the St. John River in the ss. Ludlow proved exceedingly enjoyable, and the visitors were much impressed by the enthusiastic welcome accorded them by the employes at the various works along the river banks. During the return journey the Mayor, in the course of a brief speech, expressed the hope that the visit of the British journalists would be productive of good to Canada and to the Mother Country, and that they would carry away with them pleasant recollections of their visit to the Maritime Provinces. Mr Barclay McConkey acted as spokesman for the visitors, and assured the Mayor and the citizens that the visit to St. John would be among the memorable incidents of the tour. He concluded by reciting a poem in which the claims of Canada had been well told by Mr H. J. Elliot, the Washington correspondent of the London 'Times,' who accompanied us on our tour. Among those whom I met at St. John's were Mr W. H. Hawker, a native of Cheltenham, and Mr Edward Smart, late of 12, Gloucester Road, Bishopston; and at Truro, on the return journey, I saw Mr F. G. Matthews, another Bristolian who is comfortably settled in Canada.

over 10,000 miles. We have to mourn the loss of one of the party of ten who set sail from England on the 19th July, viz., Mr J. M. Attenborough, the representative of the 'Manchester Guardian.' Mr Spencer, who had been selected to represent that journal, was unable to undertake the journey, and Mr Attenborough filled the vacancy. He contracted a bad cold during the tour in Western Canada, and this developed into bronchitis, which, acting upon a weak heart, terminated fatally on the 31st August. We had left him in a private hospital at Montreal, and the sad news of his death was communicated to us by Marconigram after we had got well on our way down the St. Lawrence River. Mr Attenborough was buried at Montreal on Wednesday last. We had to acknowledge many acts of courtesy during the tour through the Dominion, and our thanks are specially due to Mr W. J. White, Mr Obad Smith, Mr C. W. Speers, Mr W. J. Kennedy, and Mr L. Fortier, representing the Department of the Interior; Mr H. Charlton, of the Grand Trunk Railway; Mr Geo. Ham, Mr J. E. Proctor, and Mr W. T. Robson, of the Canadian Pacific; Mr Arthur Hawkes, of the Canadian Northern; and Mr J. B. Lambkin and Mr W. L. Crighton, the representatives of the Inter-Colonial Railway Company. Telegrams acknowledging these services were despatched to the Hon. Frank Oliver, Minister of the Interior; and to the heads of the respective railway companies, and a message expressing the appreciation of the services of the staff on our Pullman car was sent to the manager of the Pullman Company. The special consideration which we had received at the hands of Mr White and Mr Charlton received more tangible recognition than thanks, and Mr Barclay McConkey, of Belfast, the chairman of our party, was presented with an appreciable souvenir on the homeward journey. We boarded the Allan liner *Virginian* at Quebec on August 30th, and arrived at Liverpool on the evening of September 6th. The total distance covered was 15,447 miles, made up as follows:—Bristol to Liverpool and back, 328 miles; ocean voyages, 5,300 miles; Grand Trunk Railway, 1,662 miles, Canadian Pacific, 4,262; Canadian Northern, 1,461; Inter-Colonial, 1,668; boat trips, 323; motor-cars and carriages, 443. This total works out at an average of about 309 miles per day for 50 days.

CONCLUSION OF THE TOUR

The return journey from St. John to Quebec concluded our tour in Canada, which had occupied thirty-five days, and extended to

BRISTOL AND MONTREAL.

The only matter for regret in connection with my Canadian tour was that the visits paid to the chief centres of population

were so brief. Less than a day was allotted to Montreal, the commercial metropolis of the Dominion, and being desirous of seeing more of the city and port to which Bristol is linked by ties of commerce, I felt constrained to break away from my colleagues, spend a few additional hours in Montreal, and follow them into the Maritime Provinces by a later train. This arrangement gave me an opportunity of interviewing Mr Washington Stephens, the president of the Montreal Harbour Commission, to whom I had been given a letter of introduction by Mr F. B. Girdlestone, the secretary and general manager of the Bristol Docks.

MR GIRDLESTONE'S MISSION.

Mr Girdlestone, it will be recollected, visited Montreal and other Canadian ports last year for the purpose of discussing with the controlling bodies of the railway and steamship companies the possibility of establishing regular and more frequent lines of steamers, carrying both passengers and cargo, between Canadian ports and the port of Bristol, and seeking by interviews to lay before the leading mercantile and trading associations the superior accommodation and facilities afforded at Bristol for the conduct of the North American traffic, and the possibilities, when the Royal Edward Dock is completed, of greatly extending such traffic, both import and export, especially with the various centres of industry and population situate in the Midland District of the United Kingdom.

One of the points emphasised in Mr Girdlestone's report was that the railways in Canada and the United States practically have the control of the route by which traffic shall travel both by land and water in their own hands, and that no shipping company plying between North American ports and Avonmouth could hope to be a successful venture unless it worked harmoniously with, or under the control of, or by the consent of one or other of the great American systems, and Mr Girdlestone urged that the Royal Edward Dock, being a railway dock, it will depend in a great measure for financial success on active and hearty support from the railway companies on both sides of the water, especially in the matter of their agreeing to enter into some mutual arrangement in respect of through rates, both for passengers and certain classes of goods imported say in large consignments for the Birmingham and London districts on this side and for all points of production and export on the other side of the water. The Bristol Docks Manager was convinced that by the assistance of the railway companies much additional traffic could be obtained whereby it would become all the easier to get full

cargoes for weekly boats of large capacity for the Royal Edward Dock.

I had heard a good deal concerning Mr Girdlestone's mission to Canada before I saw Mr Washington Stephens. I lost no opportunity during my journey of putting in a good word for Bristol, and on many occasions I was assured of the zeal and enthusiasm with which the claims of Bristol to an enlarged share of the Canadian trade had been advocated by the Bristol Docks Manager. Mr Washington Stephens told me that no port has been brought so prominently before the business people of Montreal as the port of Bristol, whose advantages have been fully and adequately explained, and he added that the men who had gone from Montreal to Bristol and seen the handling of Canadian produce in that port were free to admit that the conditions prevailing give Bristol a very distinct advantage in attracting the Canadian trade.

You do not require to be in the company of Mr Washington Stephens many minutes to be convinced that he is a shrewd business gentleman, richly endowed with grit—a quality of inestimable value, and much prized in Canada—and animated by great enthusiasm for the work of developing the port of Montreal; and testimony coming from such a gentleman of the good repute which the port of Bristol enjoys on the other side of the Atlantic is valuable and encouraging.

A FORWARD POLICY.

While Mr Girdlestone was in Canada he made suggestions for the betterment of the Montreal Harbour and the other harbours of the St. Lawrence, and from a statement recently made by Mr Washington Stephens at a luncheon to the trading community at Montreal, it is evident that the President of the Montreal Harbour Commission is bent upon promptly dealing with problems surrounding the development of that port. "At the heart of a great continent, one thousand miles from the sea," said Mr Stephens, "Montreal holds in the hollow of her hand the secret of trade supremacy if we Canadians supplement the natural advantages of her position by a wise and general policy of development. Canadian engineering skill has further enhanced the value of this strategic position by a service of deep-water canals, unrivalled in any other country in the world. This makes it possible for the St. Lawrence route, when completely developed, not only to become a natural highway in a Canadian sense, but, if we are wise, it will one day become the international carrier of a great portion of this continent's over-ocean trade. It will become so by reason of its being the shortest, the safest, and the cheapest highway to the markets of the world.

Nature has already made it the shortest: it becomes, therefore, our national duty to make it the cheapest and the safest route of this continent. It becomes our duty as commissioners of the port of Montreal to do our share of the development of the St. Lawrence route by making this port thoroughly national and thoroughly efficient. The Canadian people have invested in their railways 280,000,000 dollars, they have invested in their canals over 100,000,000 dollars, all for the purpose of facilitating the transport of her produce to the sea, and for the carrying of her import trade to the busy centres of her industrial and agricultural activity. At the present moment with two railways and one canal system serving the port of Montreal, every foot of our deep-water berth place is used by the present business of the country, we find that a great portion of our national trade is being diverted to foreign ports because of inadequate facilities as yet provided to take care of it. We find that the tonnage and number of vessels of all kinds using the port of Montreal has doubled in the past five years. We find also that two additional trans-Continental railroads are on the eve of adding their carrying capacity to the trade facilities of the country. The channel in the St. Lawrence River has been deepened to 30ft., and the widening will shortly be completed to a minimum width of 450ft. throughout its entire length, with a further widening at the curves of 550ft. to 750ft., giving thereby to Canada the greatest river channel in the world." Mr Stephens urged that neglect to develop and equip the St. Lawrence ports would mean that the increased railway and canal facilities would feed American ports instead of being sources of additional supply for the national waterway, and he went on to point out that Montreal is the only large seaport on the American Continent outside of San Francisco that is owned and controlled by the people, all other ports being owned and controlled jointly by corporate and private interests. Montreal, therefore, had an opportunity of developing and equipping herself at a cheaper capital cost than any other rival port on the continent, since she had no private interests to buy out, and no vested interests to subsidise. "With every foot of space taxed to its utmost by our present trade," Mr Stephens continued, "it is urgent and of national importance that serious consideration should be given to the increase of the facilities. Study of our situation reveals the fact that we have in the centre of our harbour ten thousand lineal feet of deep water berth space. Upon the completion of the double-storey sheds now under construction, and a wise scheme of railway development on wharves, we will double the warehousing capacity of our central harbour, and bring into active service

the lower or eastern end of the port, which must now be developed without delay. By the completion of the grain conveyors, which we undertake to bring about by the 1st May, 1908, we will make possible the delivery of grain to vessels berthing at any of the ten sheds in our harbour, thereby outfitting the port of Montreal with the best grain carrying service on this continent. We have under contemplation the taking over, on the 1st of May, all railway traffic on the wharves, so that after that date there will be one terminal authority taking care of railway freight from Point St. Charles to Hochelaga. This has been made possible by several conferences with the management of the great railways, and the Commissioners feel confident that through their co-operation much of the congestion now experienced will be done away with. We will also create a traffic department which will control and regulate the cartage to and fro on the wharves, as a further attempt to relieve the congested state of our local business, and we hope, with the co-operation of the interests concerned, and a little patience on the part of the public, to put into operation a business management of the port of Montreal that will mean the saving of time and money to all concerned. So much for the present. We cannot, however, neglect the future. The most short-sighted policy this country could adopt would be to neglect to provide facilities for this port. We have had full and frank discussion with the authorities interested. There has not been a discordant voice; each interest has recognised that it cannot hope to be fully satisfied, and, we believe, is ready to accept a give-and-take policy in the interest of immediate progress. To carry out the work we have undertaken, we need the co-operation, the sympathy, and support of the entire Canadian people. We ask this, confident that the co-operation of all interests will place Canadian ports in unrivalled position on this continent, and that the investment which we now ask the Canadian people to make will bring and hasten prosperity to the citizens of this country, and place Canada in the proud position of handling her national trade through ports equipped by the enterprise of her own people."

It may here be mentioned that about one-third of Canada's trade passes through the port of Montreal, and that the 13,373 vessels which entered last year represented a tonnage of 4,700,000. The wheat shipped last year amounted to 11,000,000 bushels, and the value of the dairy shipments was 26½ millions.

BIG CANAL PROJECT.

Mr Stephens was good enough to furnish

CANADIAN DEVELOPMENT

SOME FACTS AND IMPRESSIONS.

No. I.

me with some details of the Georgian Bay Canal scheme, which is just now occupying considerable attention. Behind the city of Montreal, which is the meeting point of all Canadian over-ocean trade with the inland railway extensions, is also a canal system, giving a clear waterway from Montreal through Lakes Ontario, Erie, Huron, Michigan, and Superior, allowing transportation of cargo, without break of bulk, of 80,000 bushels of grain. Under the new scheme the present canal system is to be supplemented by using the Ottawa river and deepening it at short intervals, and building about 45 miles of canal, which will give a 23ft. channel, and a short cut across middle Canada, joining Montreal with the trade west of the great lakes, and bringing Chicago, St. Louis, and other western cities of the United States into a strategically unassailable trade position as regards the markets between Great Britain and the North American continent. This, said Mr Stephens, is a most important scheme, and practically the key of the whole situation. The cost is estimated at 120,000,000 dollars.

Discussing the prospect of increased trade between Bristol and Montreal, Mr Stephens stated that at present the Harbour Commissioners had their hands full in dealing with accumulations of work. "But," he added, "we are fully alive to the importance of a more frequent service between Bristol and Montreal in order that the great population for which Bristol is the distributing centre may become a more attractive market to us, and our six or seven millions on this side will offer you greater exchange of trade. Our port has very great possibilities. We hope to so equip it that trade will be attracted, not only because of the possibilities of business, but because of the manner in which the port of Montreal will be able to handle it. At the present moment Mr R. C. H. Davison, of London, is making an extensive study of the subject. He has spent the past two months seeing the port of Montreal at work. His recommendations as to the proper equipment to instal will, I think, place our exporters and your importers in a position to do business with each other on a better basis."



The visitor to Canada cannot but be struck with the enormous size of the country. It is a country truly of "magnificent distances." Its area comprises 3,729,665 square miles, it has a coast line of 13,000 miles, or in length over one-half of the circumference of the earth; it is 3,500 miles wide and 1,400 miles deep; from Halifax on the Atlantic, to Vancouver on the Pacific, is 3,740 miles by rail; from Victoria on the Pacific to Dawson on the Yukon River is 1,550 miles by ocean and river steamer and rail; from Fort William, at the head of Canadian navigation on Lake Superior, by the waterway of the great lakes and the St. Lawrence River to the tidal seaport of Quebec, is 1,400 miles; and from Quebec City to the extreme Atlantic coast at the Straits of Belle Isle is 850 miles. It is farther across Canada from the Atlantic to the Pacific coast than it is from Great Britain to Montreal. The area of Canada is as large as the United States; but little less than that of the whole Continent of Europe; it is nearly twice the size of India, and makes up one-third of the British Empire. Canada is described as a land of great plains, splendid forest stretches, lofty mountains, wonderful rivers, wide-spreading lakes, and rich mineral deposits. The St. Lawrence River, which is navigable by large steamers up to Montreal, is 755 miles in length; the Mackenzie River, with its tributaries, is 2,400 miles long, the Saskatchewan 1,500 miles, the Fraser River 650 miles, the Columbia 1,400 miles, the Ottawa 750 miles, and the St. John 500 miles. Then there are the Great Lakes, including Lake Superior, 354 miles long; Lake Michigan 316 miles, Lake Huron 207 miles, Lake St. Clair 26 miles, Lake Erie 239 miles, and Lake Ontario 193 miles. From the last of these the St. Lawrence flows to the sea, and from the mouth of the St. Lawrence to the western end of Lake Superior there is a continuous navigable waterway of 2,384 miles into the heart of the continent. This is a great advantage for transportation purposes, and it will be increased if the Georgian Bay Canal project is carried into effect. The lakes mentioned have an area of 95,000 square miles, and visitors are sometimes reminded that the area of Lake Superior is larger than that of the Mother Country. The land area of Canada comprises 2,304,502,378 acres, and the lake areas are 82,483,222 acres, giving a total acreage of 2,386,985,600.

CANADA AS I SAW IT.

POPULATION PER SQUARE MILE.

The population of this vast area of three and three-quarter million square miles is at present limited to about six million souls, while the United States, with a similar area, has a population of 80 millions. At the beginning of the last century the population of the United States was about the same as that of Canada to-day, and there are many who think that the progress of Canada in the 20th century will be as marked as was that of the States in the 19th century. The percentage of population to square miles in Canada to-day is 1.72, in Australasia it is 1.6, in the United States 21, in India 170, in Great Britain and Ireland 343, in England and Wales 558, Scotland 150. Canada, it is stated, can accommodate 100,000,000 people, and the resources of the Dominion are so great that there are some who are sanguine enough to believe that that total will be nearly reached before the 20th century concludes. To bring about that result, however, the increase in the population will have to proceed at a much more rapid rate than in the past. At the date of the Confederation, in 1867, Canada's population was 3,500,000; the census of 1901 gave it as 5,371,315, and to-day it is estimated at 6,442,581. Whereas Canada has over 30 per cent. of the area of the Empire, it has only $1\frac{1}{2}$ per cent. of the Empire's population. But beyond a doubt there is a Canadian "boom," and no class of people have been more keen to realise the fact than the Americans, nearly 60,000 of whom removed from the States to Central and Western Canada last year to take advantage of the free farms offered by the Canadian Government. Over 230,000 Americans have gone to Canada in six years. Canada is, indeed, a great country, and no amount of reading or study of maps will compare with a visit to convey anything like a true comprehension of its vastness and its producing potentialities.

VAST AREAS OF LAND UNDEVELOPED

Though much has been done by the Government and the railway companies in the direction of colonisation, the area under cultivation in Canada is comparatively small. It is computed that out of its total area of 3,729,665 miles 50 per cent. has not yet been surveyed into provinces; that only a quarter of its area is occupied and one-eighth only cultivated. There is nearly a million square miles of practically unexplored area in the north. In the central or prairie provinces of Manitoba, Saskatchewan, and Alberta it is estimated that the net area of land available for arable cultivation is 200,000,000 acres, of which 35,000,000 are held for actual settlers

and a like quantity by railway corporations, land companies, and private speculators, leaving about 130,000,000 acres of the public domain still unalienated and available under liberal conditions for new comers. As an instance of how rapidly the agricultural land is being taken up, it may be mentioned that in 1898 the total area under cultivation in what now constitutes the provinces of Manitoba, Saskatchewan, and Alberta was 2,500,000 acres, whereas the returns for 1906 showed a cultivated area of 8,000,000 acres. The total area of these provinces is 425,000 square miles, of which the prairie area is about 200,000 square miles. The soil is black and rich, suitable for the production of grain, and most of it is quite ready for the plough. The climate, in conjunction with the soil, produces the largest yield per acre and the highest quality of wheat in the world. The valleys of the Saskatchewan and Red Rivers are particularly rich and fertile, and excellent crops of grain, particularly of oats, are grown in those regions. The eastern provinces of Ontario and Quebec form the most important part of the Dominion in population, commerce, agriculture, lumbering, and manufactures. The land is generally well cultivated, cities, towns, and villages are numerous, railroad facilities are excellent, markets are good, and land is held at comparatively high value. The area of these two provinces is about 600,000 square miles, and the large proportion remains covered with forest. Agricultural settlement is principally confined to the area lying west of Quebec City and along the St. Lawrence River, and Lakes Ontario, Erie and Huron, about 700 miles in length and one to two hundred in breadth. In the province of Quebec it is estimated that 75,000,000 acres are available for settlers, 10 per cent. of which has already been surveyed. The best known sections are the Gaspé Peninsula, the valley of Metapedia, the Lake St. John district, and the district behind Montreal and Temiscamingue. Ontario has 126,000,000 acres of land and 40,000,000 surveyed. This is the banner province of the Dominion, and its agricultural capabilities are attested by the fact that at the World's Fair at Chicago, in 1903, the province occupied first place in live stock, dairying, and fruits, and was equal to the best display of general products, a record which was also obtained at the World's Fair, at St. Louis, in 1904. Dairy farming is carried on in the province with great success. There are about 300 creameries and 900 cheese factories, and the money value of the cheese and butter products amounts to between 15 and 20 million dollars annually. Then again, Ontario is the greatest fruit province of Canada. The area of land occupied by

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orchards and gardens is 400,000 acres, and over 15,000 acres are occupied by vineyards. With regard to the Maritime Provinces, of the 1,400,000 acres forming Prince Edward Island nearly the whole are occupied, the paramount industry being agriculture. It is, however, capable of supporting a much larger population. Nova Scotia offers good opportunities for new comers just now. Most of the best lands have been granted, but many farmers have been attracted west, and there is consequently an opening for British farmers, who could take up these neglected farms at reasonable prices, work them at an advantage, and live under conditions more nearly resembling those in the old country than if they penetrated the Far West. Much the same observations may be made concerning New Brunswick. Successful agricultural settlements in various parts of the province have proved the wealth of the soil, but much of it is still unoccupied, and tenant farmers, farm labourers, and domestic servants are in demand here as in other parts of Canada, while the man with the axe will be very useful in clearing the forest land. The mineral resources of the Maritime Provinces are great, and there are good fruit-growing areas in Nova Scotia. British Columbia, the western province, has an area of 395,610 square miles, or 253,010,000 acres. Of the northern half comparatively little is known. Professor Macoun has told us that there are 400 miles of coast line clothed with forest growth, said to be superior to anything else in the world. The shore is indented with multitudes of harbours, bays, and inlets teeming with myriads of fish; its rocks and sands contain gold, iron, silver, coal, and various other minerals. From an official bulletin issued by the Legislative Assembly it appears that gold was the lodestone which first attracted attention to British Columbia; next the fame of its forests and fisheries spread, and lumbering and salmon fishing assumed the importance of great industries. The agricultural possibilities were overlooked or ignored by the miner, lumberman, or fisherman, and for many years the world was ignorant of their existence. The opening of the country by the Canadian Pacific Railway Company, however, disclosed the fact that the agricultural and pastoral lands of British Columbia are not the least valuable of its assets, and that they are not confined to a small proportion of the total acreage. As far north as the 54th degree it has been practically demonstrated that apples will flourish, while in the more southern belt the more delicate fruits—grapes, peaches, and apricots—are an assured crop. West of the coast range are several extensive tracts of arable land of the richest quality, notably

the Lower Fraser Valley, Westminster district, Vancouver Island, and adjacent islands in the Gulf of Georgia. These sections of the province are recognised as agricultural districts, and are fairly well settled, but much of the land is still wild and untilled. North of the main line of the Canadian Pacific Railway, on the Pacific Slope, and but partially explored, are vast areas of agricultural and grazing lands, which will be turned to profitable account when the country is a few years older. Much of this northern region is fit for wheat growing, and all of it will produce crops of the coarser cereals, roots and vegetables, except the higher plateaux, which will afford pasturage to countless herds of cattle, horses, and sheep. The agricultural lands of the province are so widely distributed and so intersected by mountains that in the absence of surveys, in many instances even of an exploratory nature, it is impossible to describe them comprehensively or in detail. In the prairie provinces east of the Rocky Mountains the contour of the country admits of easy and inexpensive subdivision into townships and sections, and the surveyors' field notes furnish precise information as to the nature of the soil, timber, &c. The prospective settler in those provinces has, therefore, little difficulty in choosing a location, but in British Columbia he is, as a rule, called upon to make a special trip to the district in which he proposes to establish himself and stake out his pre-emption after having satisfied himself of its suitability. In the settled portions of the province, along the established lines of travel and in the neighbourhood of the cities and towns, there is very little good land left for pre-emption, but there are many desirable tracts of land and farms more or less improved which may be purchased from the owners at prices which vary according to locality and extent of improvements, running all the way from \$5 to \$1,000 per acre, the latter being for matured orchards and carrying the goodwill of well-established business. The good quality of the fruit grown in British Columbia is shown by the fact that it took first prize in London in 1905: in fisheries it leads the provinces of Nova Scotia and New Brunswick, and its timber, mining, and manufacturing products are most valuable assets. The farmer is assured that he practically runs no risk in settling in British Columbia. He is told that his market is at his door, and will be for many years, and he can confidently assure himself of such prices for his produce as will give him a comfortable living and enable him to lay by a "nest egg" every year in anticipation for his old age; that if he is possessed of sufficient capital to start on a comfortable scale he should become

independent and well-to-do in a few years; and that even with limited means there are no difficulties in the way which may not be surmounted by industry and perseverance. On the Pacific coast great difficulty has been experienced in getting white labour, and Asiatics have been largely employed in various industries.

A GOOD FIELD FOR BRITISH IMMIGRATION.

Enough has been said to show that there are vast areas of land in Canada awaiting development. The great industry of Canada is agriculture; it employs more people than all other industries combined, and the value of its products is greater than the annual aggregate of all others. It has been remarked that nature has marked Canada for one of the greatest agricultural countries of the world. The agricultural belt extends across the continent. It forms a tract 2,500 miles long and several hundred miles wide. The area under cultivation at the last census amounted to more than 30,000,000 acres; it has been considerably increased since that date, but a larger area remains untouched, and virgin land is still to be had in all the provinces, and especially in the west. The Canadian Government are offering special facilities to settlers, and are doing their utmost to attract an increasing number of immigrants from Great Britain. This is being done for two reasons: A fertile soil and great natural resources are of no service unless people are there to develop them. Anyone who will cultivate the land in the west can get a farm of 160 acres practically free, while in Northern Ontario and Quebec he can procure one on nominal terms. The Canadian Government realise that Canada will be one of the greatest countries of the world when these lands are brought under cultivation. Then it is important to the country to obtain a good class of settlers, and the more British there are among them the better. Canada is loyal to the British flag, and British immigration to Canada is regarded as one of the surest ways of maintaining the ties of affection which bind the Dominion to the Mother Land. At present Canada has 87 per cent. of Canadian born people, 8 per cent. of British born, and only 5 per cent. of foreign born people. During six years Canada received 710,000 immigrants, and of these 273,000 were from Great Britain and 240,000 from the United States. For the twelve months ended June 30th, 1907, the immigrants from ocean ports numbered 195,520, and from the United States 56,518, making a total of 252,038, or an increase of 62,974 over the previous year.

No. II.

SOCIAL CONDITIONS.

Some of the attractions which Canada offers to emigrants from Great Britain have already been referred to. Apart from the easy terms on which land may be obtained, the social conditions which prevail in the Dominion may appeal to the settler as healthy and agreeable. Though a Dependency of the British Crown, the Colony is self-governing. While the Governor-General, as the representative of the King of Great Britain, is a nominal head, government is carried on by a Cabinet chosen from among the members of Parliament. In other words, Parliament is composed of two Houses, the Commons and the Senate—the Commons elected directly by the people, and the Senate appointed by the Government. The qualification of voters for the House of Commons varies in the different provinces, being fixed by the provincial Legislatures, but it is either manhood suffrage, one man one vote, or the property qualification is very slight. The Cabinet or Government, which administers the laws passed by Parliament, is composed of members of Parliament, who must have the support of a majority of the Commons, or elective branch, in order to hold power. By the system in vogue every member of the Government is fully and entirely responsible to the people for every administrative act of himself and his colleagues. The Dominion Parliament controls the criminal law, the militia, the post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, speaking generally, all matters of national concern. The Dominion owns and controls the administration of the public lands in the three Central provinces and throughout Northern Canada. These provinces still contain many millions of acres of agricultural land yet unoccupied and available for immediate settlement. The responsibility for their development rests upon the Dominion Government, which, therefore, takes up the work of promoting immigration.

The provinces are governed by Legislatures elected by the people, and have responsible government on the same principles as the Dominion. They are charged with providing the civil law and administering both civil and criminal laws. They provide for education and for municipal government, and for direct taxation in their support, and generally all matters of a purely provincial or local nature.

It is claimed that as a consequence of the system of responsible government which is in operation there has been a steady effort by all Governments to develop the resources

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of the country and improve the conditions of the people. Respect for the law and maintenance of order are prominent features in Canadian life. The people are encouraged to obtain a stake in the country, and, having obtained that interest, they are the more likely to have the welfare of the country at heart. The man who is industrious and is not deficient in the necessary pluck to endure initial hardships is tolerably sure of success in one or other of the various industries which flourish in the Dominion. Canada is a land of workers. The idler will do no better in Canada than he can at home, and he is not likely to receive as much consideration. There may be poor men in the Dominion, but there is practically no destitution, and poor-houses are unknown in many parts of Canada.

THE GROWTH OF EDUCATION.

The educational facilities are exceptionally good. Education, in fact, seems to be the first care in the creation of every township. If you visit a new town, see a large building, generally of red brick, but sometimes built of local stone, you may be pretty certain that it is the public school. The public school system is being established all through the country. There are schools in all the organised school districts. These districts cannot exceed five miles in length or breadth, and must contain at least four actual residents and twelve children between the ages of five and sixteen. In almost every locality where these conditions exist schools have sprung up. In many parts of the Dominion two out of every thirty-six sections of land are set apart for school purposes. These are sometimes sold by auction, and the revenue thus received lightens the charge upon the public for education purposes. The school system in Canada has developed in a marked degree. Though the systems vary somewhat in the different provinces, in general the schools are everywhere free. The amount spent annually on elementary schools is about £2,500,000. Canada being an agricultural country, it is not surprising that the elementary principles of agriculture are taught in the school, and, as I have pointed out in previous contributions, the Government devote special attention to the promotion of agricultural science by supporting agricultural schools or colleges in Ontario, Quebec, and Nova Scotia, and dairy schools in most of the provinces. With regard to the education system generally, there are in the Dominion about 20,000 public schools, 30,000 elementary school teachers, and the attendances of pupils number about 1,125,000. There are 17 universities and 53

colleges, attended by about 15,000 students. Mention ought also to be made of the Indian Industrial Schools established in parts of Canada for instructing Indian boys in farming, gardening, the care of stock, and the girls in housekeeping, sewing, and laundry work. It is claimed that 80 per cent. of all adults in Canada can write, and 74 per cent. can both read and write, and the proportion of illiterates is only 1.266 per 1,000. Well equipped libraries are being provided, and it is interesting to note that 30 Canadian libraries have been helped by Mr Andrew Carnegie to the extent of a million and a half dollars.

RELIGIOUS EQUALITY.

There is no State Church in Canada, all religious denominations are on an equality, and complete religious liberty prevails. Nearly all the French are Roman Catholics, and that church has more communicants than any other denomination. Next in order of numbers come the Methodists, then Presbyterians, Church of England, and Baptists. Direct taxation in Canada is low, and is mainly confined to that imposed by municipal governments for such local works as the building and maintenance of roads and bridges, the running of public schools, and similar local services. The Federal Government derives most of its revenues from the Customs' houses at ports of entry through a revenue tariff laid upon imports from foreign countries, and the provincial governments find means to carry on their administration from an annual subsidy paid to them by the Federal Government, and for the administration of their Crown lands, besides which they have other sources of revenue. There appears to be justification for the statement that the conditions of life in Canada all tend to, and require, personal effort, and that the same conditions contribute to the success of such effort. It is claimed that nowhere in the world to-day are there more liberal institutions, more orderly communities, such an equal distribution of wealth or an equal rate of material progress.

THE CLASS OF PEOPLE WANTED IN CANADA.

So much for the social conditions. With regard to the facilities offered by the Canadian Government to intending settlers, full information is available at any of the agencies, and it is desirable that the conditions should be ascertained and understood. The new arrival in any country who has a fair knowledge of the conditions there is at an immense advantage over one who has

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made no effort to post himself regarding the country to which he is going, or who has secured his information from unreliable sources. For this reason the Canadian Government have issued carefully prepared pamphlets, the contents of which will be of material value to the newcomer. In one of these it is pointed out that it is not in the interest of the individual emigrant that he should remove to Canada unless there is reasonable prospect of his success there, and that the arrival of any large number of emigrants who are unfitted for the conditions must necessarily re-act against the continuance of the emigration movement. In spite of the fact that a man's failure to succeed may be due to personal causes, the unsuccessful man is apt to blame the country and complain to his friends at home, thereby deterring others from going out. The men wanted in Canada are those who will do well there, who are recognised in the United Kingdom as being fit, but who are looking for the wider opportunities offered in the new country than are to be found at home. The efforts of the Canadian emigration Department are not directed towards those who are merely looking for a place where they can live, but towards those who, while they are able to live under present conditions in the United Kingdom, are on the look-out for an opportunity to better their position in life. The English visitor to Canada will repeatedly hear some such remark as this, "Do not send us out the 'scourings' of your large towns, but let us have men of 'grit and gumption,' who realise that work is required of them." The man who does not care to work, and work hard during his early career in Canada, is not likely to succeed. The new settler must also be prepared to endure a considerable amount of hardship, for the winter is severe, and he cannot for some time expect the home comforts that are available in England. Much has been done of late years to check undesirable immigration. It is provided by law that "no person shall be permitted to land in Canada who is a pauper, or destitute, a professional beggar, or vagrant, or who is likely to become a public charge; any person landed in Canada who, within two years thereafter, has become a charge upon the public funds, whether municipal, provincial, or Federal, or an inmate of, or a charge upon, any charitable institution, may be deported and returned to the port or place whence he came or sailed for Canada." The cost of such deportation is cast upon the railway or transportation companies who took the people out. Intending emigrants cannot be too strongly advised to consult local agents of the Emigration Department, and on reaching Canada the

agents on that side will be ready to give the fullest advice and protection without fee. Agencies have been established not only at the ports of Quebec, Montreal, Halifax, St. John's, and Ottawa, and also at Winnipeg, Brandon, Minnedosa, and Dauphin, in Manitoba; Yorkton, Regina, Estevan, Saskatoon, Battleford, and Prince Albert, in Saskatchewan; Lethbridge, Calgary, Red Deer, Wetaskiwi, and Edmonton, in Alberta; Kamloops and New Westminster, in British Columbia.

No. III.

HINTS AS TO SETTLEMENT.

A married man with a family may find it preferable to settle in the Eastern part of Canada, especially if his means are limited. It is cheaper to reach, the settlements are not so isolated, it is easier for the labourer to change employers if he is dissatisfied, and there is more social life. Eastern Canada is a natural stepping-stone between Europe and Western Canada. Farming there is more like European farming than in the great wheat-growing districts of the West. There is more gardening, more vegetables and fruit are grown, there is more dairying, stock raising, and poultry breeding. All the eggs are not in one basket, there is not so much dependent upon the success or failure of the wheat crop. Owing to the large number of Eastern farmers who have gone West there are good opportunities to rent farms in the East on reasonable terms; if a man is industrious and has a little capital, in time he may buy these if he is so disposed, for there is money to be made in the East as well as in the West. If after a few years his ambitions are in the direction of the West—the land of greater opportunities—he will be in a better position to proceed there. He will know better where he is going, have a fuller and more detailed knowledge of the obstacles to be overcome, and be less likely to waste either his time or money. He will also have a better idea as to the selection of his homestead. The young man going to Canada may possibly find it to his advantage to proceed straight to the West. Naturally there is more demand over there for single men, and the man without encumbrance is perhaps best suited to the conditions of early settlement. If he is energetic he will not be many years before he can secure a nice homestead, and then he can set about the improvement of his social conditions. Many cases are known in which young fellows have landed in the West with practically only sufficient capital to take

up the Government grant of land, and with no special knowledge of farming, and yet have attained success. But that is not the safest way to proceed. Even if a man has a little capital, it is better for him to learn to farm before farming. If he is willing to make himself useful, he will have no difficulty in finding such employment at from 15 to 20, and in some cases 25, dollars per month, and his board, during the greater part of the year, and in this way he will be able to add to his capital at the same time that he is gaining experience, and be better equipped in every way for starting farming on his own account. Occasionally, during harvest time, a man can earn 30 to 35 dollars per month, with his board and lodging.

During my journey I had an interview with Mr T. C. Norris, of Griswold, Manitoba, who is a practical agriculturist and a member of the provincial Parliament. He advised that a young fellow going out to Canada, say, with fifty dollars in his pocket, should in the first place hunt up some well-to-do farmer, and take work at whatever wages he can secure. If he is a likely fellow he will have no difficulty in getting 20 dollars a month and his keep, even without experience, and if he has experience he can secure 35 dollars per month. In the case of a married man, he will, of course, seek employment on a farm where his wife can also obtain occupation. There is a demand for female labour. Mr Norris stated that he had paid a man and his wife thirty-five dollars a month to live and work on his farm. As to the suggestion of lack of employment in the winter months, Mr Norris gave it as his opinion that 75 per cent. of the people are able to obtain employment all the year round in Manitoba. After the man has worked for a year or two on the farm he can then take up his homestead, and having spare capital at his disposal he can buy his team of oxen and plough, and at once set about getting his land under cultivation and build a decent place to live in. While Mr Norris gave this as his advice, he admitted that hundreds of the most prosperous farmers in Canada to-day started with a ten-dollar bill, and, he added, "as much sometimes depend upon notion as cash." In other words, much depends upon the man himself.

The regulations as to taking up homesteads have been dealt with in previous articles. In Western Canada any man may choose a free homestead of 160 acres by paying a registration fee of 10 dollars (or £2) and at the end of three years he can obtain a patent of ownership if he has resided on the farm for at least six months and brought at least five acres of land under cultivation in each year. Full infor-

mation can be obtained at the Government offices as to the lands that are open for entry, and advice is also forthcoming as to the selection of suitable land. Information on these points is desirable, as there are considerable tracts of land in some parts of Canada which are unsuitable for cultivation. The Government offer special facilities for obtaining lumber for the farm buildings and for firewood. The railways are being rapidly extended into the interior of the country, and the opportunities for transportation of produce to the markets are becoming more numerous every day. At most of the railway stations the grain elevator forms part of the equipment, and to this the farmer can carry his wheat, and a market for his produce is assured. Besides grain growing, dairying and stock raising are extensively carried on in Western Canada, and mixed farming is becoming more general. Last year the number of farm patents issued was about 50,000. It is a noteworthy fact that 87 per cent. of Canadian farmers own their holdings. In addition to the land owned by the Government, large areas are in the hands of the railway companies. The Canadian Pacific Railway Company have about 3,000,000 acres near Calgary, on which they are carrying out a huge irrigation project, and there is good land being offered there at prices ranging from 12 to 15 dollars per acre for non-irrigable, and 18 to 25 dollars per acre for irrigable areas. With regard to the prospects of wheat growing in West Canada, they have been proved to be excellent. I quote the following from one of the Government booklets: "The average yield of wheat in the West during fourteen years has been 20 bushels per acre, the highest yearly average being nearly 28 bushels. In individual cases as high as 40 and 45 bushels per acre have been recorded. At the Government experimental farms, where more labour is expended on the land, the yield is much larger. The quality of the Western wheat must also be taken into account. Tests made recently by three London bakers showed that this wheat has about 10 per cent. more albuminoids than the best European brands, and that 100 pounds of Canadian flour make more bread of excellent quality than the same weight of any other flour imported into Great Britain. To grow a bushel of wheat costs the Western farmer about 35 cents. All he sells it for above this is clear gain. The average price, for a number of years, has been 68 cents, though it has varied in twenty-five years from 45 cents to \$1.25 a bushel."

I have been asked to state that Mr H. M. Murray, of Queen Street, Exeter, agent for the emigration branch of the Department of the Interior, for the West of England and South Wales, will be glad to give full infor-

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mation to all who contemplate trying their fortunes in Canada.

WHY AMERICANS ARE INVADING CANADA.

Reference has been made to the large number of people coming into Canada from the States. This movement, we are told, does not find its motive in any political or religious condition; neither is it because the American farmer has failed on the broad acres of the States. On the contrary, the American farmer has prospered, and in many instances has become rich. Agricultural pursuits in the United States have been satisfactory and remunerative. The farmers who come into Canada from the United States are, as a class, very well-to-do. They have money. They have made money and they want to make more money. The majority of them went into their homesteads when land was cheap—from \$10 to \$25 per acre. They have made money by farming. Moreover, the land that cost them from \$10 to \$20 or \$25 per acre will now sell for \$40, \$100, or \$150. The shrewd American farmer sees there things: He sees that it is hard to make 6 per cent. net on this land at the present market values. He sees that there is no reasonable prospect of the price of his land advancing materially in the next decade. It has reached the limit, and he realises that he must go to a new country to secure farms for his sons. He cannot do it in his home State. With the money obtained from the sale of 160 acres in the States the farmer can come into Western Canada and buy 640 acres, or even more, and his Canadian land yields more in crops per acre than the farm in the States. It is no uncommon thing for an American to pay for his Canadian farm and its improvements out of the first crop, and besides, the value per acre of his larger Canadian farm is increasing and will continue to increase just as his American farm did in the past decade. In other words, the American farmer can exchange each acre of his land in the States for from four to ten acres of more productive and more profitable land in Canada, and at the same time reap the rich harvest of the inevitable rise in the value of the land. Thus he can secure a large Canadian farm for himself and one for each of his sons with the money derived from the sale of the home farm.

CAPITAL AS WELL AS LABOUR WANTED

There are other openings in Canada for our surplus population besides agriculture. Canada has made rapid strides in manufactures. The growth of the agricultural

population has created a large demand for manufactured goods. Canada is proving equal to the demand. She has many natural advantages in conducting manufactures, and one important one is that she is able to make use of her great rivers to provide electric power. Between 1851 and 1901 the different manufactures of Canada had increased from 30 to 300, and the number of the industrial class from 71,000 to 370,000. These figures have been largely added to since, and new industries are being introduced very frequently. The increase would be even greater if more capital were available. There is a feeling in Canada that Great Britain might do more than she does in this direction, and the opinion was expressed more than once during our tour in the Dominion that British capital invested in foreign undertakings might be employed with better advantage in her thriving colony across the Atlantic. Capital, as well as labour, is wanted in Canada in order to develop her resources to the full.

Since writing the foregoing I have been reading Mr Howard Kennedy's interesting book on New Canada and New Canadians. The work contains a preface by Lord Strathcona, who emphasises the point that capital is needed. "Western Canada," his lordship states, "like other portions of the Dominion, wants two things badly—men and money. There are millions of acres of fertile land still unoccupied capable of providing happy homes for a large population, and the immigration is rapidly becoming a great movement. An immense amount of capital is being spent in providing new railways, in opening up the country and its many resources, and this will serve to make any slight depression in business, if it should come in the next few years, less felt than it would be under normal circumstances. The increase in the population of Canada, and especially in the Western portion, is a factor of strength in the Canadian situation, and will also tend to increase the wealth and power of the whole Empire. Canadians think Canada a great country now, and so it is, and none of us can properly estimate what its position is going to be in the future."

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No. IV.

THE GRANARY OF THE EMPIRE.

One point is clearly demonstrated by a visit to the great wheat growing areas of Canada, viz., the certainty that the Dominion will in a short time be able to supply the markets of Great Britain with all the grain now supplied by foreign countries. It is in-

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deed claimed for Canada that she will be the wheat granary of the Empire. Great Britain imports annually about 200 million bushels of wheat, and of that total Canada sold her in 1906 36 million bushels. Canada's grain production in 1906 was 363 million bushels, of which 110 million bushels were wheat. The wheat growing zone in Canada is steadily moving northward, and a considerable increase is taking place every year in the area placed under cultivation. Some idea of the possibilities of the country in grain production may be gathered from the statement that in Western Canada the wheat growing area is 171 million acres, and that only five million acres were under wheat cultivation in 1906. It is calculated that if one-fourth of the 171 million acres were put to wheat, it would supply Great Britain three times over, besides meeting the requirements of the home markets. In Manitoba, the smaller of the three prairie provinces, there are 2,789,553 acres under wheat this year, and of all classes of grain 4,707,483 acres. Fifteen years ago the area under crop in what is now the province of Manitoba was about 50,000 acres. There are about 27 million acres of arable land in the province, the hard Fyfe wheat grown in which is one of the most famous of all the varieties. Saskatchewan and Alberta have also prolific wheat-growing areas and, fully 70 per cent. of Alberta red winter wheat grades No. 1. In the latter province the wheat area increased from 43,000 acres to 147,000 acres between 1900 and 1905. Last year in the provinces of Manitoba, Saskatchewan, and Alberta there were 4,614,827 acres under wheat, yielding 94,119,626 bushels, or an average of 20.39 per acre. In most of the districts visited the grain crops were looking healthy, but they were backward, owing to the fact that the spring opened very late and cold, and there was some anxiety lest the frost should set in before harvesting operations could be completed. The harvesting season in the eastern provinces is nearly a month earlier than in the west, and the result is that after the eastern grain crop has been carried, thousands of hands journey west to assist in the operations there. While returning from western Canada we passed several train loads of these workers who were on their way to the Albertan and Saskatchewan wheat fields. I ought, perhaps, to state that our observations as to the crops were by no means confined to what we could see from the railways, for at many points we left the track and motored for miles into the country to inspect large grain growing areas.

PRAIRIE LAND PRODUCTIVE.

The use of the term prairie in regard to the

provinces of Manitoba, Saskatchewan, and Alberta is likely to produce some misconception. There is a general disposition to regard a prairie as a dreary, barren waste, but I had been travelling nearly fifty miles across prairie ground before I became aware of the fact. The following description, culled from one of the Canadian Pacific Railway's publications, may do something to explain the position: "Leaving Brandon we have fairly reached the first of the great prairie steppes that run one after the other at long intervals to the Rocky Mountains, and now we are on the real prairie, not a monotonous, uninteresting plain, but a great billowy ocean of grass and flowers, now swelling into low hills, again dropping into broad basins with gleaming ponds, and broken here and there by valleys and irregular lines of trees marking the watercourses. The horizon only limits the view; and, as far as the eye can reach, the prairie is dotted with newly-made farms, with great black squares where the sod has just been turned by the plough, and with herds of cattle. The short, sweet grass, studded with brilliant flowers, covers the land as with carpet, ever changing in colour as the flowers of the different seasons and places give to it their predominating hue. The deep black soil of the valley we left in the morning has given place to a soil of lighter colour, overlying a porous clay, less inviting to the inexperienced agriculturist, but nevertheless of the very highest value, for here is produced in the greatest perfection the most famous of all varieties of wheat—that known as the "Hard Fyfe Wheat of Manitoba"—and oats as well, and rye, barley, and flax, and gigantic potatoes, and almost everything that can be grown in a temperate climate. All these flourish here without appreciable drain upon the soil. Once here, the British farmer soon forgets all about fertilisers." The prairie extends for about 900 miles from east to west. Settlement here was slow at first, until its productiveness had been established, but in recent years the increase has been very rapid, and it is likely to be so in the future, with the result that large additional supplies of wheat will be available from that quarter. All this goes to confirm the opinion expressed by Lord Strathcona that in ten years time the Dominion will be able to supply all the grain needed for Great Britain. It is estimated that the Canadian West is capable of producing a billion bushels of wheat, or five times Britain's annual imports.

STATISTICS OF CANADIAN TRADE.

I do not want to weary my readers with statistics, but a few figures with regard to the trade of Canada may be of interest.

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Forty-five per cent. of Canadians are engaged in husbandry, and the farming lands in Western Canada are passing into private ownership at the rate of 10 million acres per annum. The annual value of farm crops and produce in Canada is estimated at 450 million dollars. In 1906 the Canadian wheat crop was nearly double that of Great Britain. The following is a comparison of the yield of wheat, barley, and oats in Great Britain as compared with the results in the three prairie provinces of Manitoba, Saskatchewan, and Alberta:—

| | Great Britain. | Canada. |
|--------------|--------------------|------------|
| | Prairie Provinces. | Ontario. |
| | Quarters. | Quarters. |
| Wheat | 7,577,000 | 11,250,000 |
| Barley | 8,435,000 | 2,211,250 |
| Oats | 21,659,000 | 10,140,000 |
| | 37,871,000 | 23,591,250 |
| | | 19,461,250 |

Both in Canada and in this country the harvest was above the average. The yield per acre of wheat in Great Britain was a little over 34 bushels per acre, as against an average of 21.6 bushels per acre in the prairie region of Canada, and 21½ bushels per acre in Ontario.

With regard to the statement that the centre of wheat production steadily moves in a north-westerly direction, it is interesting to learn that 50 years ago this centre was in Iowa; 25 years ago it had moved to Western Minnesota, and to-day it has shifted across the line into the Canadian North-West. The average under-mentioned yield of wheat per acre for the period of 1896-1905 in Western Canada and the leading American wheat-growing States confirms this position:—Western Canada, 18.95 bushels; Minnesota, 14.00; North Dakota, 12.40; Kansas, 12.00; Missouri, 11.00; and South Dakota, 10.90 bushels.

In 1906 Canada exported 54 millions of agricultural products, and 66 millions of animal products, a total of 120 millions, and an increase of 27 millions over 1905. Between the years 1896 and 1906 the export of agricultural products from Canada totalled 833 millions. The estimated capital now invested in agriculture is two billion dollars. Great Britain buys nine-tenths of Canada's natural product exports, 96 per cent. of Canada's export butter, and nearly 100 per cent. of cheese and bacon. Canada sells to Great Britain 24 out of 34 millions' worth of cheese which she buys, and seven out of 100 millions' worth of butter, and 11 out of 44 millions' worth of cattle which she buys. In 1906 Canada sold Great Britain 127 millions' worth of home products. In that year Great Britain imported £11,436,419 worth of provisions from Canada, as compared with

£4,450,000 worth in 1896. The imports of butter were of the value of £976,008, cheese £5,634,288, eggs £106,393, lard £743,332, bacon £3,135,391, and hams £674,469. The cattle imported from Canada in 1906 were of the value of \$13,458,876, horses \$52,667, sheep and lambs \$108,176. Canada's surplus of farm products has grown from 10 millions in 1879 to 120 millions in 1906. It is estimated that there are in Canada to-day 5½ million cattle and 1½ million horses. The extent to which agricultural implements are manufactured in Canada is shown by the statement that she sold 2½ million dollars' worth outside the Dominion in 1905-6. There are in Canada over 50,000 acres devoted to the culture of fruit other than apples. The exports of apples amount to about 2½ million barrels. Add to these figures the great riches of the Dominion in its minerals and fisheries and you get some idea of the resources and possibilities of the country. The produce of the fishery industry is about 30 million dollars per annum, and the mineral production in 1906 reached 80 millions.

BRISTOL'S BID FOR INCREASED CANADIAN TRADE.

That Canada will be able in the near future to supply outside markets with an enormously increased production beyond what is needed for home supply may be taken as a certainty, and Bristolians are very hopeful that much of Canada's increased exports will find their way through this port. The claims of Bristol as a distributing centre for Canadian commerce have been made obvious in the Dominion by Mr Girdlestone, and at the chief places which I visited I found these claims generally acknowledged. The fact that Bristol is expending 2½ millions pounds in providing herself with up-to-date dock equipments appeared to have created a favourable impression, and at Montreal, the commercial metropolis of Canada, the port of Bristol has a good reputation for the manner in which Canadian goods are handled. It is known there also that within a radius of 100 miles of Bristol there is a population of nearly ten millions, proving that, as a distributing centre, she has few competitors. When the Royal Edward Dock is completed, Bristol will possess 144 acres of dock space, with 9,118 of quay space and 266,931 square yards of shedding. The area of the city docks is 83 acres, Portishead 12, Avonmouth 19, and the Royal Edward 30. Much new trade will be needed to make the new dock a financial success, and it is hoped Canada will supply most of that trade. The dock, in fact, will possess very special facilities for dealing with Canadian trade. The

railway companies can do much in the direction of influencing trade, as was shown by Mr Girdlestone's report to the Docks Committee after his visit to Canada. He stated that the Royal Edward Dock being a railway dock it would depend in a great measure for financial success on active and hearty support from the railway companies on both sides of the water, especially in the matter of their agreeing to enter into some mutual arrangement in respect of through rates, both for passengers and certain classes of goods imported in large consignments for the Birmingham and London districts on this side, and for all points of production and export on the other side. Then there is, of course, the question of shipping facilities, and regular sailings are a most important factor. On this point Mr Girdlestone suggested negotiations with the Canadian Pacific and Dominion Steamship Companies to urge the expediency of a faster and more direct service being put on at Avonmouth, so that the vessels might sail on a fixed day in each week from either side. At present, each company provides a fortnightly sailing, and, worked alternately, there is a weekly service. The appointment of a Bristol agent in Canada, and the establishment of a locally-owned line of steamers are other matters which have been suggested as methods of obtaining that greater share for Bristol of the growing Canadian trade to which, from her geographical position, she is justly entitled. Bristol is only ninety miles from Birmingham, the heart of the Midlands, within which the great manufacturing interests centre, and the new docks will be only a two hours' journey from London. Clearly Bristol has strong claims not only for Canadian commerce, but in regard to passenger traffic as well, and it is hoped that ere long there will be important developments in that direction. I read the other day that one of the great features in developing trade between Manchester and Canada has been the fleet of steamers known as the Manchester Liners, Limited. The service to Quebec and Montreal began with two steamers, and at present six are employed.

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No. V.

TRANSPORTATION FACILITIES.

It goes without saying that in a vast country like Canada transportation facilities are of the first importance. The Canadian Government has realised that it is no use having an abundance of rich, fertile land unless the people are there to cultivate it; and in a like sense colonisation and cultivation

will lose much of their value unless facilities are provided for getting the produce of the land to the markets. Canada, as has already been pointed out, is favoured with the possession of many wide-spreading lakes and rivers of great length, providing natural means of communication, and large sums of money have been spent in a system of linking the lakes by means of canals for the purpose of making that communication more efficient. The great work of widening and deepening the channel of the St. Lawrence River so that vessels up to 12,000 or 13,000 tons can proceed to Montreal, stands out as a great engineering effort, and there is at present a scheme under consideration for constructing another ship canal—the Georgian Bay canal project—which will place Montreal into much closer communication with the great and growing trade to be met with at the head of the Great Lakes. On these lakes many Canadian-built vessels are employed, not only in accommodating a vast tourist traffic, but in carrying the products of the Canadian farm, forest, factory, and mine to the markets or distributing centres. There is an immense coasting trade, amounting to something like 50 millions annually, and it is calculated that in the distribution of the products of Canada to the United States by means of the Great Lakes and the rivers connected therewith the shipping trade approximates 20 million tons per annum. In connection with the Lake transportation service, mention should be made of the fleet of vessels controlled by the Northern Navigation Company of Ontario, including the fine steamship Huronic, which we are told is the largest Canadian passenger steamer on the Lakes, with a speed capacity of twenty miles per hour.

RAILWAY EXTENSIONS.

But although Canada is highly favoured in the matter of inland water communication, its development must of course depend largely upon railway enterprise. It was in the year 1851 that the country began to feel the need for a comprehensive system of railways. In that year an Act was passed providing for the construction of a main trunk line through the two Canadas; in the same year delegates from British North American Provinces visited England to arrange for the construction of a railway from Quebec to Halifax, and in that year also the construction of a railway through British territory to the Pacific Ocean was brought before the Legislature. In 1855 there were 563 miles of railway in what is now the Dominion of Canada; in 1865 there were 1,290 miles; and since 1867 the 2,000 miles of railway with which Canada began her existence as a

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Dominion have increased until, at the present time, the railway mileage is 23,705. Somewhere about 3,000 miles of railways were constructed last year, more than in any previous year in the history of Canada. Of the total of 23,705, the Canadian Pacific owns or controls over 9,000 miles, the Grand Trunk about 5,000, the Canadian Northern 3,900, and the Government or Inter-Colonial 1,719. So rapidly is the country developing that it has been estimated that the existing railway mileage will be doubled in ten years. There are about 5,000 miles under construction at the present time, and 10,000 more are contemplated in the near future. It is interesting to note that the freight carried by the railways increased from 36,999,371 tons in 1901, to 57,966,713 tons in 1906. The capital of the railways in 1906 was 1,332,498,705 dollars, the gross earnings 125,322,868 dollars, and the working expenses 87,129,434 dollars. The train mileage is 72,723,432.

CANADIAN PACIFIC.

The premier position in regard to mileage of track is occupied by the Canadian Pacific Company. It has a line extending from St. John, New Brunswick, to Montreal, and from Montreal across the Continent to Vancouver, passing through the Ottawa Valley, the great lumbering district of Ontario, to the north shore of Lake Superior, thence to Port Arthur, and Fort William, and on to Winnipeg, already an important city, and destined to become more so in the near future. From Winnipeg the line crosses the prairie to Calgary, and then for a distance of about 500 miles it winds in and out among the magnificent scenery of the Rocky Mountains, rising to an altitude of 5,000 or 6,000 feet, and descending gradually to the sea level at Vancouver. The run across the Continent is made in a little over three days by the Trans-Continental Limited. From Vancouver the Company's steamers sail to Japan, China, and Australia. This trade is showing signs of great expansion. When in the West I heard it reported that the Company is about to strengthen the Oriental service, either by putting on new steamers, or transferring the *Empress of Ireland* and *Empress of Britain* to the Pacific, and building newer and faster steamships for their Trans-Atlantic service. Since then an official pronouncement upon the matter has been made, pointing to developments in that direction. In addition to the magnificent fleet of steamers running between Liverpool and Quebec in summer, and Liverpool and Halifax and St. John in winter, the Company runs freight steamers between Canadian ports and Bristol and Antwerp, and it has vessels on the upper lakes of the St. Lawrence and on the

lakes of British Columbia. Besides the main railway across the Continent, the Company has an extensive system of branch railways in New Brunswick, Eastern Canada, and the Western Provinces, and at many points the track is being doubled in order to cope with growing traffic.

THE GRAND TRUNK.

The Grand Trunk Company has a greater mileage in the developed portions of Eastern Canada than any other system, connecting, as it does, nearly all the cities and towns of those Provinces. Of the total mileage (5,372) nearly 4,000 miles are in Canada. It has connections among other places with the Niagara Falls and the charming resorts on the Muskoka Lakes. It is now adding to its system a line across the Continent, to be called the Grand Trunk Pacific, to extend from Quebec westward across undeveloped portions of the Provinces of Quebec and Ontario, to Winnipeg, and thence to Edmonton, and through the northern part of British Columbia, to Prince Rupert, on the Pacific Coast. Eastward from Quebec it will join the Inter-Colonial at its divisional centre of Moncton. The length of the new railway from Moncton will be 3,460 miles, and branches are contemplated in many portions of the Eastern, Central, and Western Provinces of Canada. These will include a line from the main line southerly 199 miles to Fort William and Port Arthur, on Lake Superior, for the purpose of reaching navigation on the Great Lakes; also from the main line southerly about 229 miles to North Bay or Gravenhurst, in the Province of Ontario, to make connection with the lines of the Grand Trunk Railway Company of Canada, and another line from the main line southerly to Montreal. Branch lines are proposed as well to Brandon, Regina, Prince Albert, and Calgary, and to Dawson in the Yukon territory. The branches on the eastern division are designed to make connection between the territory along the St. Lawrence River and the lakes with the main trunk line of the National Trans-Continental Railway, and on the western division they are projected for the most part through desirable territory to reach important competitive points. This great undertaking has been projected to meet the demand for transportation facilities in British North America, caused by the large tide of immigration which is now flowing into that country from Great Britain, Northern Europe, and from the Western States of the United States, seeking the rich lands which lie so abundantly in the Provinces of Manitoba, Saskatchewan, and Alberta. The agreements between the Company and the Government providing for this

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new Trans-Continental railway, are of a two-fold character, which, when carried out, will combine a railway constructed at the expense of the Government with the lines of a private corporation, into one system, under the entire control, management, and operation of the Grand Trunk Pacific Company.

THE CANADIAN NORTHERN.

The Canadian Northern Company's undertaking is of newer origin. The main line extends from Port Arthur at the head of the Canadian navigation on Lake Superior to Edmonton, the capital of Alberta, nearly 1,300 miles. There are branches to the wheat-growing sections of the Central Provinces, and the Company also has lines in Nova Scotia, Quebec, and Ontario, and progress is now being made in connecting these sections so as to form a third Trans-Continental railway. Among the parts of Canada opened up by this railway mention may be mentioned of the Saskatchewan Valley, one of the finest grain-growing areas in the Dominion, the development of which has proceeded with great rapidity since the advent of the Canadian Northern, which takes the bulk of the emigrants at Winnipeg, and transports them to their future sphere of operations in the North-West.

The total number of miles owned and operated at the close of June last was 3,962, and about 700 miles were reported as under construction. About twelve months ago, realising the importance of securing entrances into the cities of Ottawa, Montreal, and Quebec, the Company acquired control of the Great Northern Railway of Canada, the Chateauguay and Northern Railway, and the Quebec, New Brunswick, and Nova Scotia Railway, by whose lines the necessary entrances have been secured. These three companies have been amalgamated under the name of the Canadian Northern Quebec Railway Company, and arrangements made for the permanent working of the amalgamated railway as part of the Canadian Northern system.

The remarkable development of the system is shown by the statement made in an article contributed by Mr Arthur Hawkes, formerly a well-known journalist, and now an officer in the publicity department of the company. Mr Hawkes states that the Canadian Northern was begotten of utility out of courage, and that there are now over 4,000 miles of Canadian Northern and associated lines in operation, whereas, in 1906, there was not a furlong. Mr Hawkes adds:—"It began in December, 1896, with the opening of 100 miles of road—the charter name of which was the Lake Manitoba Railway and Canal Company. Its

base was Gladstone, a village 92 miles north-west of Winnipeg, and its end Dauphin, composed of a couple of log shanties. The operating force totalled 13. An increased staff was scarcely justifiable on grounds of necessity, but thirteen not being an optimistic number, the manager compromised on a boy. The railway base of the western system is now Port Arthur, the ends of steel operated are Stony Plain and Morinville 22 miles north of Edmonton. Edmonton is 1,265 miles from Port Arthur. There are branch lines from Dauphin to Prince Albert and up and down southern, central, and western Manitoba to serve Neepawa, Carman, Carberry, Brandon, Virden, and other competitive points as well as the intermediate towns which depend solely on the Canadian Northern. Last fall the Regina to Prince Albert line was added to the system, and this fall a line from Brandon to Regina will be completed. The route from Winnipeg to Regina will be a mile shorter than the C.P.R., and there will be two distinct routes from Winnipeg to Prince Albert by the same railway, a unique achievement in Canadian inter-communication."

THE INTER-COLONIAL.

The Inter-Colonial Railway is owned and operated by the Dominion Government, and was constructed as a connection between the Maritime Provinces and Eastern Canada. It connects Montreal, the commercial metropolis of Canada, with the winter ports of Halifax and St. John, serving en route many busy centres of industry and charming tourist and holiday resorts. It is claimed for this system that it traverses a greater variety of tourist country than any railway system in the world. From Quebec the line stretches along the lower St. Lawrence, and on through the picturesque Matapedia Valley. Beyond this it skirts the shore of the famed Baie de Chaleur, and goes on through New Brunswick and Nova Scotia to the historic city of Halifax. Arms reach out here and there, having an aggregate length equal to that of the main line, and extending to the most important points in the Maritime Provinces. These lead to the city of St. John and the Bay of Fundy and to the Sydneys, Cape Breton. Another branch traverses Prince Edward Island, "the Garden of the Gulf." The country through which the system passes embraces green hills, shady groves, fertile valleys, and beautiful rivers. The scenery is at times of pastoral beauty, and at others of sublime grandeur. It has been well described as "a land where colonisation has made its way, and yet not marred the beauty of Nature."

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The above are the principal railway systems. Others include the Great Northern, a United States system which has projected a number of branches into central and western Provinces of Canada, and is contemplating further extensions into the Dominion.

When the schemes at present in process and contemplation have been put into operation, the settled portions of Canada will be well served by railways, and with the competition that will exist between the different systems, it may be taken for granted that in whatever district of Canada settlement is effected, the railway will be sure to follow.

The Quebec Bridge accident has, of course, been a serious set-back to railway development projects. The new cantilever bridge was designed to secure the interchange of traffic between the railways on the south and north side of the St. Lawrence. Among the lines to be accommodated was the Grand Trunk Pacific Railway, the line of whose route crosses the St. Lawrence River at this point, and proceeds in a northerly direction for some few miles, then curving eastwards and making almost straight for Winnipeg. The bridge was being built by the Phoenix Bridge Company of Pennsylvania, for the Quebec Bridge and Railway Company, at a cost of from £1,500,000 to £2,000,000, and on the evening of the 29th August the portion of the

works on the straight shore collapsed, and many lives were lost. Many months of weary work will be necessary in removing the débris, before the task of reconstruction can be commenced.

I have not touched upon the attractions which Canada offers to the tourist, but it is a fact that there is very much in the country to excite admiration besides Niagara Falls, the Muskoka Lakes, and the Grand Tour through the Rockies. Neither have I dealt with the opportunities which are offered to the sportsman in the rivers and forests of Canada, which provide unlimited occupation for the men of the rod and gun.

One word before I conclude, in recognition of the cordial reception extended to the party of journalists at every point of the tour. The greeting was most hearty, and the pleasure of the journey was much enhanced on that account. The loyalty of the Canadians to the Mother Country was another noticeable feature. The National Anthem was sung with much fervour at all the functions, and when we had mastered "The Maple Leaf" we sang that with equal heartiness. Canadian loyalty is a thing to be proud of and to be cherished. Another noteworthy feature of the tour was that at every point visited during the 15,000 miles' journey the English language was spoken.

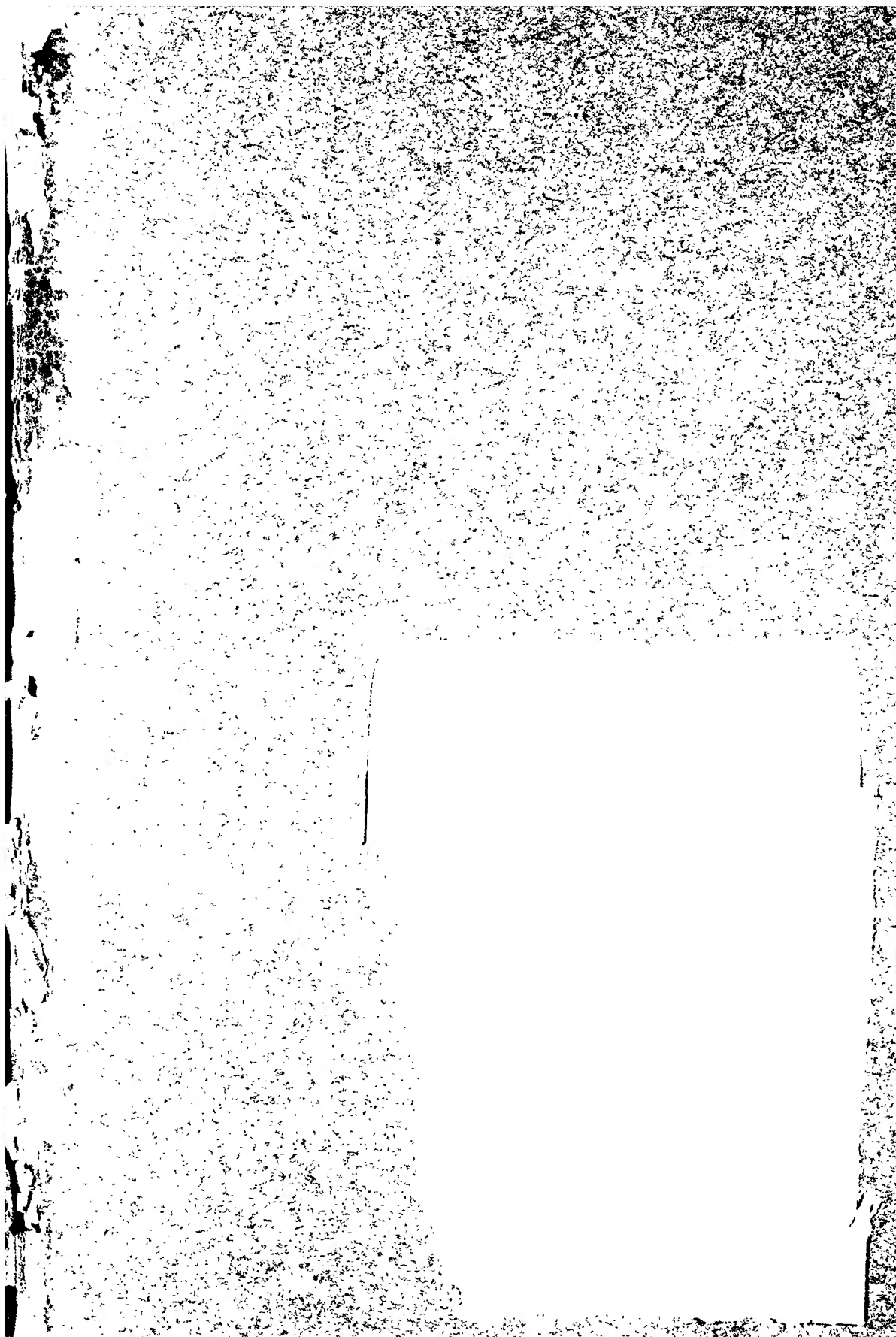


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